



**FINDINGS OF THE**

**TRANSPORTATION PRIORITIES PROJECT**

*Dream It, Fund It, Build It*

February 2003

*A Community Conversation for  
Dreaming, Funding, and Building  
A Complete Transportation System  
In and Around the Clark County Region*

***InterACT's mission statement...***  
***"To encourage a shared vision of community through  
informed, vigorous discussion of ideas and issues."***

# TRANSPORTATION PRIORITIES PROJECT

*Dream It, Fund It, Build It*

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# 1. Forward

## ***InterACT's TRANSPORTATION PRIORITIES PROJECT***

Dream It: *What is it we want?* Fund It: *How do we prefer to pay for it?* Build It: *Make it happen!*

***If you don't know where you're going, any road will get you there. Lewis Carroll***

When the InterACT board agreed to take on the Transportation Priorities Project (TPP) we had no idea of the scope and arduousness of the task. We knew only that we saw trouble brewing, and that the people in line to be most affected needed to have a conversation about how to deal with what was to come.

The legislature had not acted to solve the problem, taxpayers were rejecting spending measures, and our transportation system—all those ways we use to get around our community—were in danger of at best, inadequacy, and at worst, self destruction. TPP was InterACT's way of tapping into the multitude of perspectives, perceptions, and opinions in our community to answer three critical questions:

1. What do citizens want,
2. What are they willing to pay for, and
3. How do they prefer to pay for it?

### **Meetings, Forums, and Summit**

In August through November 2002, just under 500 individuals representing various interests and concerns, at 40 meetings geographically, culturally, and economically diverse, were polled as to their knowledge, preferences, and solutions for the county's transportation issues. These meetings culminated in an all day summit attended by 137 individuals, including local and state legislators and transportation administrators, and produced a cadre of 113 individuals willing to continue with the project.

### **Strengths and Challenges**

The greatest strength of the TPP process lies in the diversity of opinions obtained. The greatest challenge was the difficult task of getting folks out to attend community meetings and three months was a short window in which to reach a county as populous as ours.

### **A Few Things We Learned**

1. People care deeply what happens in their neighborhoods, and see fixing travel around the county and to and from Oregon as a priority.
2. Information (education) changes what and how people think about transportation, for the better.
3. If people know their money will be spent on local projects, they are willing to pay for it.

### **A Few Recommendations**

1. First and foremost, TPP needs a home, and needs to continue with the same intense grassroots participation.
2. Lobby for a statewide funding mechanism that includes a regional transportation funding component.
3. Coordinate jurisdictions planning efforts and present a unified/winning case to receive state and federal funding.
4. Approach transportation planning from a complete system perspective.
5. Broaden and increase efforts to inform citizens on all aspects of transportation.

### **Project Report**

What follows is a comprehensive project report, prepared by The Performance Center, which contains significant materials generated / used in the TPP process, and documents participant polling results with selected participant comments. Please take some time to review the document. We look forward to your questions and comments.

### ***The Transportation Priorities Project Management Team***

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## 2. Summary of Project Findings and Recommendations

The Transportation Priorities Project (TPP) was conducted as a progressive series of community meetings, forums, and a summit to foster understanding and discern transportation system development and funding priorities for the Clark County region. TPP utilized a keypad polling system to engage, inform and record the perceptions, opinions, and preferences of participants at 40 events. **TPP events and the keypad polling process were not conducted as scientific public opinion research and thus the results and the findings presented here are not meant to represent the opinions of Clark County citizens as a whole.**

The people who attended TPP events were self-selecting and motivated to come for their own reasons. At the same time TPP organizers went to great lengths, and were successful in engaging participants from diverse geographic and social perspectives. The keypad polling summary information is offered in this report as a reasonably accurate reflection of the perceptions, opinions, and preferences of those who participated and as a potential indication of what others might think. This report should be used, with other information, to shed light, deepen understanding, or to indicate where additional exploration is needed. **Again, the keypad polling should not be misconstrued as public opinion research or mistaken as statistically representative of the opinions of the citizens of Clark County.**

For the readers' convenience a summary of TPP findings and recommendations is presented here at the beginning of this report. The details about how this project was launched, its activities, and a description of process approach and methods are presented in report segments 3, 4, and 5. The balance of the report, segment 6, presents a wealth of information in the form of polling graphs, commentary and a sampling of quotes from participants. Concerned citizens, policy makers and transportation planners will find segment 6 very worthwhile reading.

For those who want to study everything TPP produced, additional information and products from the TPP Jurisdictions Interviews, TPP Area Meetings, TPP Area Forums and the TPP Summit are available online (see segment #7 for a list of additional information and instructions for downloading/receiving that information).

Whatever your accountability, interest, or perspective we trust you will find this material helpful in the role you play in dreaming, funding and building a complete transportation system for the Clark County region and all of its diverse communities.

### 2.1. Summary Narrative of Key Findings

Throughout the Transportation Priorities Project (TPP) process, participants from all areas of the Clark County region expressed a moderate level of concern about mobility issues and much deeper concern about finding solutions and funding for major transportation system development needs and choices looming on the horizon. Government representatives and citizens alike frequently noted the transportation system's direct relationship and impact on the economy/jobs and how land is used/developed. Many pointed out that transportation has a substantial impact on the health of the economy, the vibrancy of communities, and the quality of life for all citizens of Clark County. Many participants shared the concern that if transportation is trending towards a "crisis" then the health of the region's economy, environment and quality of life is very likely to follow suit.

During the TPP Jurisdictions Interviews almost all the government officials expressed a sincere desire to know what citizens wanted, what they were willing to pay for, and how they preferred to pay for it. Many pointed to the difficult challenge of engaging citizens and providing them with good information related to transportation choices, decision making, and funding options. Similarly, government officials lamented getting mixed messages from citizens about wanting transportation improvements but not wanting to have to pay for them. Citizens and government officials agreed that the need for better communications, understandings, and information are all keys to a more collaborative and effective effort to address the region's transportation challenges and future.

Many TPP participants noted that planning, funding and developing the region's transportation system is getting more complex and difficult. As such, they identified transportation funding and spending, followed by transportation planning, as significant priorities for improvement. More integrated and coordinated planning efforts

were identified as essential. Most participants who had a chance to learn about the regions planning process expressed appreciation for the current transportation planning efforts, professionalism, and expertise.

We often heard TPP participants say that only when transportation reaches a widely felt “crisis” will there be a concerted, collective and adequate response. Many worried that it would cost significantly more to address transportation challenges later rather than sooner. A majority of participants believed a rapidly approaching transportation funding and system development crisis is likely to put mobility, economic growth, the existing economic base, and environmental health “at risk”.

The majority of TPP participants thought that more transportation funding was needed but there was not a clear consensus about how to generate those additional funds. There was not much hope for a satisfactory state level transportation funding solution any time soon. Concerns about inequitable allocation of resources toward the Seattle / Puget Sound area was often voiced. Nearly everyone disliked the notion that a good chunk of his or her transportation tax dollars were being spent elsewhere. **One of the most significant findings was the strong interest expressed to pursue a regional funding authority, approach and strategy. A regional funding mechanism that keeps local tax dollars in the region and leverages potential matching funds gained in priority, support and interest as TPP went along. A possible regional gas tax gained in popularity also.**

Many pointed to the need for all of the state legislators, that represent the Clark County region, to find common ground, a sense of urgency, and work in concert to address this region’s transportation and transportation funding issues at the state level. A similar level of priority was expressed for the US congressional representatives to do the same at the federal level.

Many participants voiced a concern for a lack of vision and leadership at all levels. Many considered the recent referral of transportation funding and projects to the voters (R-51) as the legislature shirking its duty and obligation to make tough decisions. Participants expressed a significant lack of trust in government around increasing taxes, equity, and accountability related to transportation matters and in general.

Public transportation and light rail were held up as important priorities. There was a vocal minority that lamented the high expense and low utilization of public transit and thought those resources would be better used on interstate highways and bridges, major arterial roads, and local transportation related improvements. Many considered finding ways to reduce the need to travel, so frequently and so far, just as important as building new capacity.

In the rural areas of the county citizens were concerned about lack of shoulders on roads and safety concerns for those who must walk or ride bicycles so close to cars. Many who lived in towns and neighborhoods, other than Vancouver, often complained of increasing traffic congestion and bottlenecks. Getting traffic lights timed better was also a big item. A surprising number of rural citizens shared an interest with urban folks for improving public bus service, building light rail, and addressing the Delta Park bottleneck on I-5. A concern for improving and extending pedestrian and bicycle amenities like sidewalks, pathways, and pedestrian crossings was consistent throughout all areas of the county.

Clarifying a regional economic development strategy was noted by many as a prerequisite to determining more cogent regional transportation and land use priorities. TPP participants on the whole were somewhat focused and concerned with their own neighborhood and local transportation issues, more concerned with mobility within and around the county, and even more concerned with mobility challenges getting to and from Oregon.

Where will we find the collective motivation to innovate a better process for engaging citizens and aligning the efforts of the diverse jurisdictions and policy makers in the region? Can/should this region be more proactive and effective at planning, funding and building a transportation system that maintains and enhances the region’s economy and livability? Will we have to suffer a major crisis before there is the collective will to take more determined steps? These were the themes, concerns, and questions that arose throughout the entire TPP process.

## 2.2. Summary List of Key Findings

### **Transportation System Performance (comparing neighborhood/local, throughout Clark County, to/from Oregon and public transportation (pages 16 – 19)**

- Neighborhood/Local Community: “Current performance” versus how well people felt it “should” perform had the least disparity and were most close in terms of level of performance.
- Transportation throughout Clark County: “Current performance” ranked lower compared to how people felt it “should” it perform, i.e., does not perform well and should.
- Transportation to/from Oregon: “Current performance” versus how well people felt it “should” perform had the most disparity, i.e., suggesting the greatest room for improvement.
- Public Transportation: Ranked highest of how “should” this segment perform.

### **Is the transportation system (and funding) in crisis? (page 19)**

- 30% responded “already in a crisis”, 36% “crisis in 1-4 years”, and 26% “crisis in 5-10 years.”
- 8% responded “holding off crisis” or “trending somewhat positive.”
- 0% responded “trending very positive, no crisis.”
- Many commented that, at this time, it is more about a transportation funding crisis than a transportation system performance crisis.
- Many participants believed that if the funding challenges aren’t addressed the system performance will deteriorate to crisis level in the not to distant future.

### **What is at risk? (page 20)**

- The top three “at risk” aspects for the region: 1) mobility, 2) economic development/expansion, and 3) the health of existing commerce and economics.
- Participants were divided about the level of risk for: 1) residential development, housing mix and real estate values, and 2) maintaining the desired attributes of rural, farm and unincorporated areas.

### **What are the top transportation system concerns? (page 21)**

- **Top-level concerns:** 1) Transportation Funding/Spending, 2) Transportation to/from Oregon, and 3) Transportation Planning/Policy/Strategy. piece
- **Mid-level concerns:** 1) Transportation Capacity/Congestion throughout Clark County, 2) Public Transportation, 3) Transportation System Maintenance/Safety throughout Clark County, and 4) Neighborhood/Local Transportation.
- **Low-level concerns:** 1) Communication/Input Related to Transportation, 2) Commerce / Freight / Materials Transport, and 3) Other Mobility Issues (Bike lanes, pedestrian sidewalks/ pathways, school routes, bus stops, transit for disabled or elderly, etc.).

### **What are the priorities for improvement for the transportation system? (pages 23 - 25)**

- The top three priorities for improvement: 1) transportation funding/spending, 2) transportation planning/policy/strategy, and 3) public transportation.
- Transportation pieces that gained in priority from Area Meetings to Area Forums: 1) Commerce / Freight / Materials Transport, and 2) Public Transportation.

### **What are the priorities for improvement for the transportation system? (continued)**

- Areas that decreased in priority from Area Meetings to Area Forums: 1) Transportation to/from Oregon.
- Transportation Capacity/Congestion throughout Clark County was consistent ranking just above the middle in both the Area Meetings and Area Forums

### **How “on-target” are some of the major projects in this region? (pages 26 - 28)**

- Forums participants found the projects more on target than not with transit (public transportation) projects being more on target than interstate and state projects on average.

### **What priority should be given to some big transportation and related issues? (page 29)**

- Top four priorities (nearly all tied for first) from the TPP Summit: 1) More aggressive regional economic development and expansion, 2) Improve (non-light rail) public transportation, 3) Build light rail loop (Oregon’s Interstate MAX, to Vancouver, across 4<sup>th</sup> Plain / SR-500, down I-205 to Gateway/Portland Airport MAX line), and 4) More aggressive development of ports and existing commercial / industrial sites.
- Least three priorities: 1) New or enhanced I-5 bridge, 2) Discovery Corridor (develop ramps, roads and sites along I-5 north of I-205 interchange for high-tech and industrial development), and last 3) Build a third bridge (new, not related to I-5).

### **What about transportation costs, spending, and funding? (pages 31- 38)**

- Consensus at Area Meetings: Transportation funding should be increased moderately and stay ahead of inflation.
- Consensus at Area Forums: Transportation funding should be increased between moderately and substantially.
- Preferred means of raising additional transportation revenues: 1) public private partnerships, and 2) regional gas tax.
- Least preferred means of raising additional transportation revenues: 1) business license / employer fees, 2) fees on miles driven by cars, 3) additional general sales tax, and last 4) additional property tax.
- Top three reasons R-51 failed: 1) no tax attitude among voters, 2) poor promotion of the referendum, and 3) a general anti-government atmosphere.
- Top three items (virtually tied for first place) that deserve our highest efforts: 1) seek improvements in transportation spending effectiveness, 2) lead or advocate for a local /regional transportation funding and building initiative, and 3) lead or advocate for a statewide transportation funding and building initiative.
- Bottom two items that deserve our highest efforts: 1) cut costs by reducing bureaucracy and regulatory red tape, and lastly 2) reduce spending on roads / improvements and allowing new construction moratoriums.

### **What should we pursue to shape and improve our transportation future? (page 39)**

- Top four important things to pursue: 1) improve effectiveness and utilization of state legislative delegation and lobbying efforts; 2) improve effectiveness and utilization of federal legislative delegation and federal lobbying efforts; 3) continuation of TPP or development of a new / improved regional citizen input process; and 4) focus on developing regional authority and ability to fund transportation.



## **What was the value of the TPP process and the TPP Summit? (pages 41- 43)**

- Priority to continue the TPP process: high priority (4 on a scale of 5)
- Value of the TPP Summit as a learning experience: very high value (4.3 on a scale of 5)
- Value of the TPP process and Summit to the immediate planning processes of the various jurisdictions: high value (4 on a scale of 5)
- The TPP Summit was a significant turning point in shaping the future of the regions' transportation system: agree (3.8 on a scale of 5)

### **2.3. Recommendations Based on the Key Findings**

- First and foremost, TPP needs to transition to a new home, enlist new leadership, clarify new purpose, identify sufficient funding/resources, develop new activities/process blueprint, and continue with the same intense citizen-led, grassroots participation foundation.
- Lobby for a statewide funding mechanism that includes a regional transportation funding component.
- Study what Washington County (Oregon) and other counties or regions have done to successfully and repeatedly get voter approval for local funding of specific transportation projects over time. Look for ideas that can work for the Clark County region and understand the potential downsides of regional funding.
- Compel all state representatives for this region to find common ground, a sense of urgency, and work in concert to advocate for this region's transportation funding and transportation development needs at the state level.
- Develop improved means to coordinate jurisdictions' planning efforts and make a unified and winning case to receive state and federal transportation dollars for priority projects (sooner than later).
- Approach transportation planning from a complete system perspective and work toward developing a complete transportation system for the region.
- Broaden and increase efforts, on all fronts, to inform citizens and build bridges of understanding between all stakeholders on all aspects of the region's transportation system funding and development.

### **2.4. Some Jurisdictions' Responses to TPP Findings**

TPP organizers presented the project findings to a diverse group of government officials from various jurisdictions at a meeting on January 30, 2003. We asked them to provide some feedback on the TPP effort and this report of findings. A sample of that feedback follows and a more complete compilation of jurisdictions' responses to TPP is available for download (see segment 7 on page 44 for downloading information).

- This is very valuable as a foundation. WSDOT wants to put in place community-based projects, projects that build, fit into, and further the community's visions of itself. Efforts like InterACT's TPP are going to give us the information and direction that will allow us to really do this.

- Even though they were self-selected, the involved public gave good insight into what kinds of improvements are important and how they might fund them. I think you opened the door for discussion on regional funding of "system" improvements. This information needs to be included in the update of our comprehensive land use plan.
- There are 40,000 single occupancy vehicles crossing into Oregon every morning for jobs in Oregon. We need pre-permitted industrial sites in Vancouver NOW. We must concentrate on high value jobs HERE.
- I heard today that citizens are willing to step up if we, as government, can restore faith through a structured regional approach to the big picture issues. Seems as though those in attendance are attempting to look at the big picture of our transportation future.
- C-TRAN is very anxious and enthusiastic about receiving the report and has made a commitment to work toward achieving the many important transit suggestions and improvements that have been commented on over the past months. We look forward to a close working relationship as we all move forward to improve our transportation system in the region. ...You guys did a lot of work and I for one appreciate all that you have done on behalf of our organization in working with our citizens on these challenging transportation issues.

### 3. Project Background and Description

#### 3.1. The Situation: Transportation in Washington State and the Clark County Region

“A typical conversation about transportation begins with a list of problems followed by an intuitive list of solutions. But.... let’s step back to think about what transportation is. What is transportation? Our transportation system is actually a way of life. It is a way of life that reflects our 21<sup>st</sup> century social desires, our cultural habits, how our economy works, and our region’s 20+ years of urban growth. When we discuss our transportation problems and solutions they quickly become more than a public works project, they become a decision or choice that impacts our way of life. These transportation choices have a complex array of impacts that can affect most aspects of our daily lives and also shape how land develops.

The current statewide transportation project needs discussion is a product of the fact that we have grown faster in population and employment, as compared to the amount of investment we have made in transportation system capacity expansion. The result is a huge increase in travel and increasing traffic congestion. Growth statistics on a statewide and regional level support this.

In the last 20 years our state’s population has increased by 48%, jobs increased 58%, and vehicle miles traveled increased by 88%. At the same time total personal income grew by 110%, the state capital outlay for road capacity per dollar of personal income dropped by 50%. Clark County had a population of 192,000 in 1980; today we have 363,000 people living in Clark County and over 200,000 cars. That’s a population growth increase of 82% and more cars today than we had people in 1980.”

*Excerpted from the Transportation Briefing Document for TPP, prepared by Dean Lookingbill (RTC)*

#### 3.2. TPP is Formulated, Launched, and Hosted by InterACT

In the early summer of 2002, a group of concerned citizens and civic leaders considered the current status and trends related to the Clark County region’s transportation system. They identified a need for citizens and stakeholders to more clearly express their local and regional transportation system priorities, preferred funding options, and to identify some key strategies for addressing the transportation challenges this region faces. To accomplish this, the ad-hoc group developed a blueprint for a citizen-led, progressive, and multi-stakeholder engagement process. That blueprint went on to become the **Transportation Priorities Project: *Dream It, Fund It, Build It.***

InterACT (a program of Identity Clark County) was enlisted to serve as the neutral host for the Transportation Priorities Project (TPP). InterACT is a non-profit organization dedicated to framing Clark County priorities and to encouraging a shared vision of community through informed, vigorous discussion of ideas and issues. InterACT's mission and purpose were a perfect compliment to TPP's purpose and design.

### **3.3. TPP Financial Sponsorship**

Initial funding for TPP came from InterACT's sponsoring organization, Identity Clark County (ICC), a not-for-profit organization concerned with economic and community development in Clark County. ICC was able to provide \$25,000 in funding from its transportation committee's budget. Southwest Washington's Regional Transportation Council contributed an additional \$25,000 of federal funds. Additional support came from jurisdictions throughout Clark County. Thanks to the volunteers and generous in-kind contributions, this ambitious, countywide, citizen-led, fast-paced, stakeholder engagement process was accomplished on a very lean budget.

### **3.4. TPP Purpose**

The purpose of TPP is to allow citizens, stakeholders, and the diverse communities of Clark County to explore local and regional transportation priorities (***Dream It***), transportation funding options (***Fund It***), and key strategies to address the transportation challenges important to maintaining this region's high quality of life (***Build It***).

### **3.5. TPP Goals**

1. To compliment and add value to the various transportation planning and prioritizing activities currently underway in the Clark County region;
2. To conduct an effective and rapid process to explore transportation priorities, funding preferences, and strategies for improvement, with input from all interested and affected individuals, groups and communities to the extent possible;
3. To help citizens better understand what transportation planners are doing, to help local governments better understand what citizens will support, and to help different communities in Clark County better understand one another's unique and shared concerns about transportation and livability;
4. To help the Clark County region be more proactive, achieve greater influence, and have greater control in determining the development of its transportation system; and
5. To help all responsible parties in the Clark County region do a better job of conceiving, funding and building transportation projects that add up to a "complete" regional transportation system that contributes to the region's quality of life now and in the future.

### **3.6. "Citizen-Led" Project Management Teams**

"Citizen-led" means that members of the independent InterACT board helped manage the project. The board invited other individuals to participate, and all volunteered their time to enlist support and participation from other citizens in Clark County. ***It also means that no government body was driving or managing this process.***

The **TPP Management Team** consisted of: Marjorie Casswell, InterACT project manager; Brian Wolfe, InterACT chair; John McKibbin and Ginger Metcalf, Identity Clark County; and Walt and Tammy Roberts, The Performance Center. The **TPP Design Team** was comprised of the Management Team and a small group of citizens from around Clark County. The **TPP Outreach and Action Team** added another 30 citizens that were chosen to be representative of the entire county, which was divided into five regions: Central, North, South Central, Southeast, and Southwest. **TPP Area Outreach and Action Teams** identified groups and organized TPP Meetings and Forums in various communities in each of the five areas. Each of these various teams met on numerous occasions to develop and refine the design of each element of the TPP process. In addition, Dean Lookingbill, Director of the Southwest Washington Regional Transportation Council (RTC), with his helpful and capable staff, provided the TPP team with invaluable information and jurisdictions outreach support throughout the process.

## 4. TPP Activities Overview

### 4.1. Jurisdictions Interviews

To begin the TPP process, twenty-three government officials were consulted and interviewed to inform them about the project and to seek their perspectives on local and countywide transportation issues. With the input from these **Jurisdictions Interviews** and the guidance of the TPP Design Team, a set of questions was developed and presented for participant input (mostly citizens) at thirty-two **TPP Area Meetings** conducted throughout Clark County.

### 4.2. Area Meetings

The **TPP Area Meetings** were designed to solicit participants' perceptions with a minimum of influence from presentations or group discussions during the meetings. Each Area Meeting was 90 minutes or less and captured the opinions and preferences of those attending by means of an electronic keypad polling system and through written comments. Although participants were given a brief description of TPP and a document providing a very general overview of transportation planning and funding information, Area Meeting participants were not given time to reference that document nor opportunity to discuss the topics and questions prior to giving their input.

### 4.3. Area Meetings with Battle Ground High School Students

Four TPP Area Meeting sessions were held at Battle Ground High School. Limited to a classroom hour, the students focused on the subject and questions related to transportation performance and funding options only. They did not have time to explore transportation system concerns, priorities for improvement, and priority actions for improving the system. The summary results from the high school sessions are presented separately from the input received at the balance of the TPP Area Meetings. This information (see Figures 6-1-A, 6-8-C and 6.8.H) provides a glimpse of how “younger” citizen participants' perceptions differed from the “older” participants' perceptions.

### 4.4. Area Forums

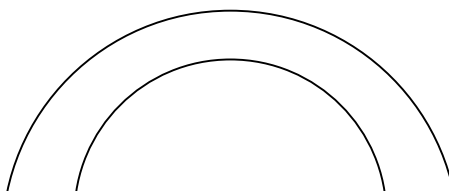
Next, five **TPP Area Forums** were conducted. In contrast to the 90-minute long Area Meetings, the Area Forums were 2 ½ hours long and designed to give participants more information about transportation planning processes, funding mechanics and trends, the aggregated results from the area meetings, and an opportunity for table and large group discussions prior to giving their input via keypad polling and written comments.

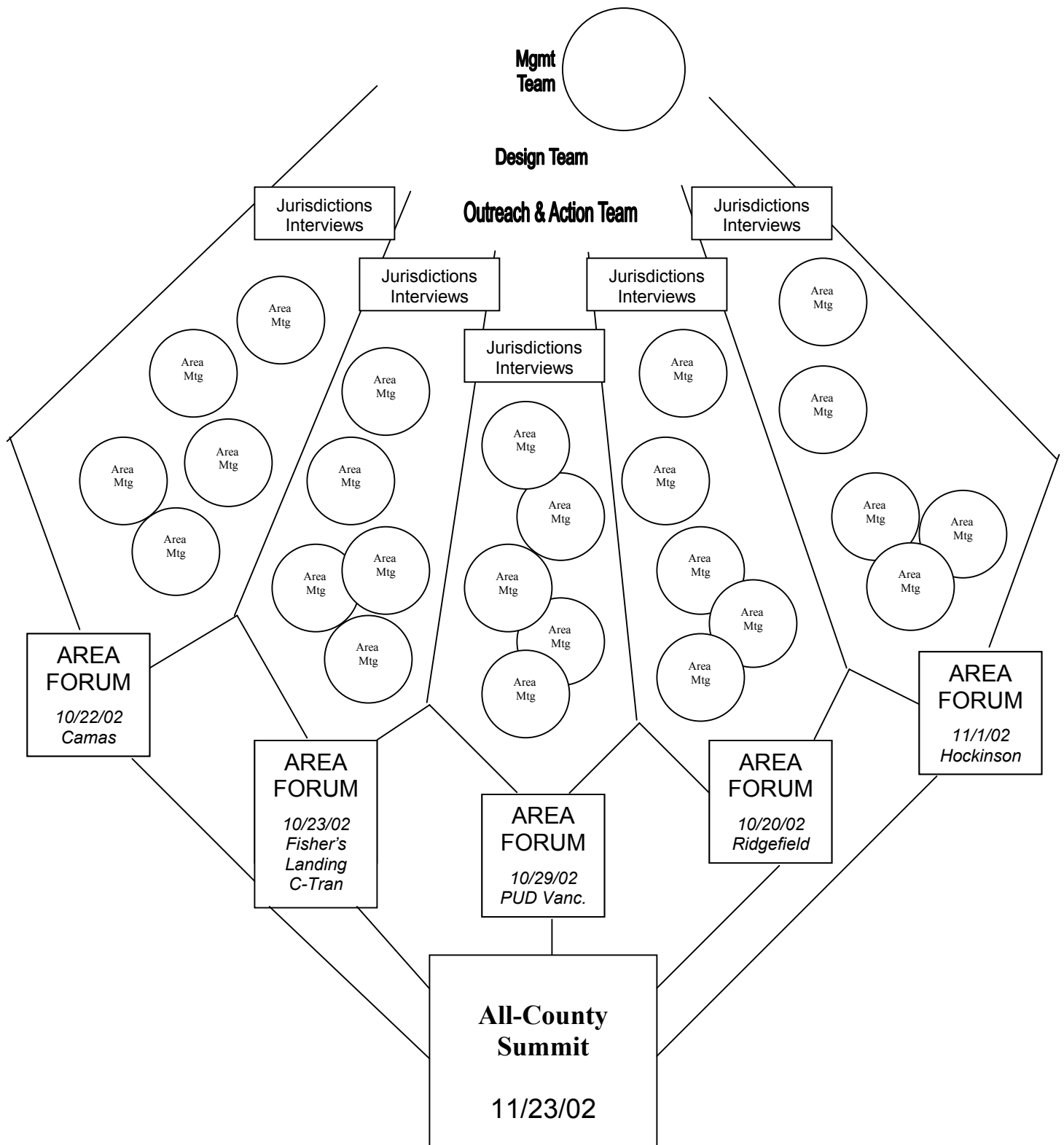
### 4.5. The TPP Summit

The Area Meetings polling summary results were contrasted to the Area Forums polling summary results and presented at the daylong **TPP Summit**. All the written input from TPP activities was displayed at the Summit. Approximately 110 citizens and 30 government officials heard from a series of presenters, engaged in table and large group discussions, and registered their perceptions, opinions and preferences via keypad polling and written comments.

The TPP process was designed to be a progressive “conversation” such that the information gathered at Area Meetings was aggregated, summarized, and presented at the Area Forums. The TPP Summit deliberations were framed, informed and built upon the information brought forward from Area Meetings and Area Forums. The TPP process was like a snowball, gaining in substance, quality, momentum, and size as it rolled along.

### 4.6. Diagram of TPP Organization and Activities





#### 4.7. TPP Findings Report and Informational Products

A draft of this **TPP Findings Report** was presented to members of the TPP Management and Design Teams for review and input. At a luncheon meeting on January 30, 2003, the refined draft was presented to representatives of municipal, county and state agencies responsible for various aspects of the region's transportation system. Each of these individuals was invited to submit their ideas, reflections, and plans for utilizing the TPP findings and

recommendations for inclusion in this report. That material is included in segment 2.4 of this report. InterACT hosted a public forum on February 5, 2003, to formally present the final TPP Findings Report. This report is being made available to all interested parties through Internet downloads and other means (see segment 7 on page 44).

If you wish to obtain the complete TPP Findings Report (this report) and/or the additional TPP information and products you can go online and download them from **RTC's website – [www.rtc.wa.gov](http://www.rtc.wa.gov)**. If you are not a computer user you may call the **Identity Clark County office at (360) 695-4116** to make other arrangements.

#### **4.8. TPP in Transition: What is Next?**

Feedback from many of the TPP Summit participants, jurisdictions' representatives, and TPP Management Team members strongly suggest that it is both timely and worthwhile to continue the TPP process or something like it. At this time, a plan for continuing the TPP effort has not been fully formulated. The TPP Management Team will seek input on the purpose, value, products, leadership, funding, timing, and format for the next phase of TPP.

### **5. Process Methodology and Approach**

#### **5.1. Examining Transportation as a System**

TPP was designed to examine the transportation system as a whole and interdependent system. The term "regional transportation system" was used throughout the process where "regional" was defined as Clark County and "transportation system" was used as an inclusive term covering everything, i.e., roads, bike paths, sidewalks, buses, rail, air, boat, light rail, bridges, school bus routes, equestrian crossings, etc.

#### **5.2. Organizing Questions for a Progressive Inquiry**

The TPP process, as well as this report, was organized as a progressive multi-stakeholder inquiry based on several key questions/subjects as follow:

- **How is the region's transportation system performing?**
- **Is the transportation system in or near a crisis?**
- **What are some key transportation concerns, issues, and priorities for improvement?**
- **How "on target" are some of the major transportation projects in this region?**
- **What about transportation costs, spending, and funding?**
- **What are the key actions / strategies / efforts we should pursue to shape and improve our transportation future?**
- **What is the value of TPP?**

Each TPP activity served to refine and direct the focus of the questions for the next activity. In this way TPP was conducted as a guided inquiry that progressed and changed with each round of activities. As mentioned before, the questions we asked in the Jurisdictions Interviews shaped the questions we posed at the Area Meetings, which then shaped the questions we asked at the Area Forums, which finally shaped the questions posed at the TPP Summit.

#### **5.3. Keypad Response Technology**

TPP employed an electronic participant response keypad technology as an effective tool for engaging participants in the questions/topics listed earlier. Using a computer and projector, a question and a set of answers was presented to the group. Each participant responded (responses were anonymous) by pushing the numbered button on their keypad that best represented their opinion or preference. The computer gathered, tabulated and projected a graph of

the group's responses for all to see. The keypad response system allowed participants to express their opinion quickly, uniformly, and see the results immediately. This allowed participants to cover a wide range of subjects in a remarkably short amount of time. All the keypad responses were captured in a database and then aggregated and compiled for future consideration as described previously.

Unlike public opinion research, conducted via phone or paper surveys, the keypad response technology served to educate and inform the participants while it collected their perceptions, opinions, and preferences. Education (building bridges of understanding and useful information exchange) was a central TPP theme, purpose, and goal. The TPP organizers recognized the keypad polling processes as invaluable for the purpose of education and amassing information for consideration at subsequent TPP events and for this report and for those who can put it to purposeful use.

#### **5.4. TPP Was NOT Scientific Public Opinion Research**

As mentioned previously, the keypad polling (conducted at Meetings, Forums and a Summit) was used to engage, inform and record a progressive, public conversation to help discern transportation system development and funding priorities. **The keypad polling was not conducted as scientific public opinion research and thus these results are not meant to represent the opinions of Clark County citizens as a whole.**

Four of the 32 Area Meetings were held at Battle Ground High School and were attended by 91 students. Those students represented nearly ¼ of all TPP Area Meeting participants and their opinions often differed considerably compared to others. The TPP Management Team elected not to include the student results in the Area Meeting polling summary graphs. The summary results of the student responses are displayed separately from time to time in this report and their summary graphs are available for download or upon request.

The people who attended TPP events were self-selected and motivated to come for their own reasons. At the same time the TPP organizers went to great lengths, and were successful in engaging participants from diverse geographic and social perspectives. The keypad polling summary information is offered in this report as a reasonable reflection of the perceptions, opinions, and preferences of those who participated and as a potential indication of what others might think. This information should be used with other information to shed light, deepen understanding, or to indicate where more exploration is needed. **Again, the keypad polling should not be misconstrued as public opinion research or mistaken as statistically representative of the opinions of the citizens of Clark County.**

## **6. Complete Compilation of Findings and Products**

The balance of this report presents a wealth of information in the form of keypad polling graphs, commentary and representative quotes from TPP participants. This information should be of great interest and value to those who are invested in gaining greater insights and understanding that may lead to more effective efforts to improve the region's transportation system and future.

### **6.1. How is the Region's Transportation System Performing?**

#### **Some TPP Participants' Comments**

- *System support has fallen way behind system demand – incremental measures and system controls will not make a significant difference and bridge the gap. We need to transform the system considering the full scope of resources and demands.*

- *Developing a regional transportation system plan seems to be a good idea. We need a plan that designs projects for a BALANCED (roads, transit, bike/pedestrian, etc.) system and links funding phases to specific project lists. Seek funding for phased lists, deliver the projects, and then proceed with similar process for future phases. Jurisdictions must coordinate to do this successfully.*
- *Clark County planning is not going to get any more billion-dollar projects if it does not improve roads! Clark County is years behind the planning for growth and traffic.*

We started by exploring how various aspects of the regional transportation system are performing and what the potential consequences or risks might be. This helped to clarify what participants (mostly citizens) wanted from the region's transportation system and offered a foundation for assessing priorities for improvement (section 6.5).

To measure perceptions of the transportation system's current performance the following three categories were defined.

Neighborhood/Local Community Transportation: Local capacity, upkeep, safety, traffic calming, traffic signals, sidewalks and pedestrian crossings, school bus routes and zones, parking, etc.

Transportation Throughout Clark County: Keeping the current roads and related infrastructure in good condition. Improving and creating new capacity (mostly roads) within the county to ease congestion, improve access and reduce travel times to destinations within the County. Provide more choices/alternatives/public transit/bike lanes to better get around the county.

Transportation to/from Oregon: Easing peak congestion through improved bridges, transit service, special commuter lanes, and widening I-5 bottlenecks. Could include pay-to-use systems, commuter rail and or light rail. Keeping up with maintenance and safety of existing system.

Figure 6-1-A shows the summary results on how the region's transportation system is performing from the keypad polling done at the Battle Ground High School Area Meetings.

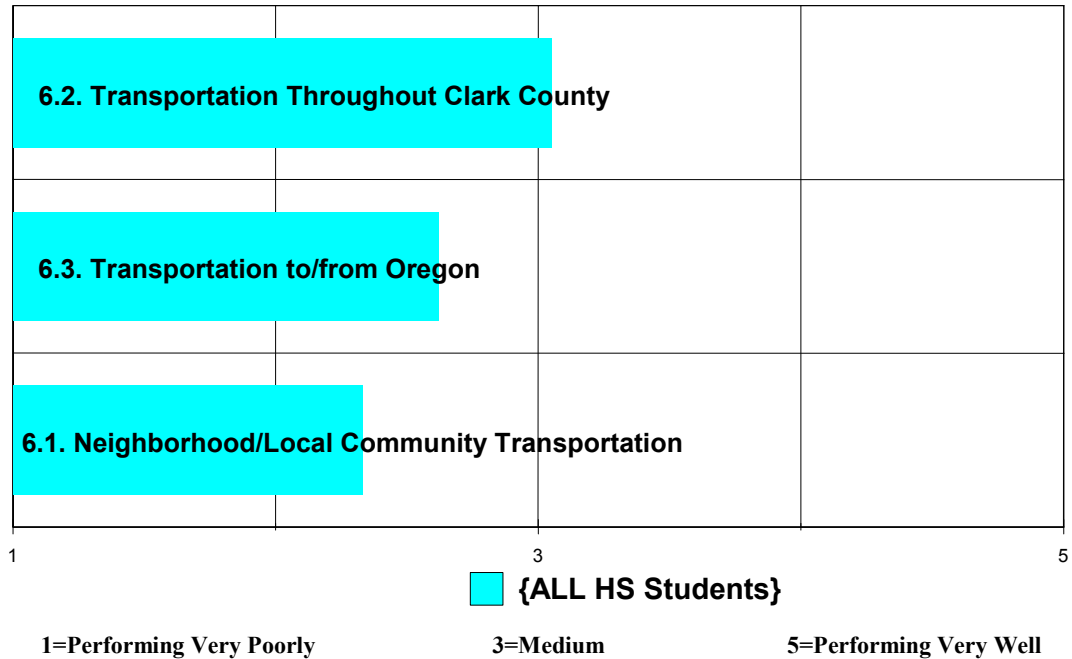
Figure 6-1-B shows the results from all the other Area Meetings excluding the HS student results.

Figure 6-1-C shows the summary results from the five Area Forums of what participants thought the region's transportation system performance ought to be. Public transportation was not considered independently at the Area Meetings but was added for consideration at the TPP Area Forums.



**(Figure 6-1-A: HS Students Meetings Results Only)**

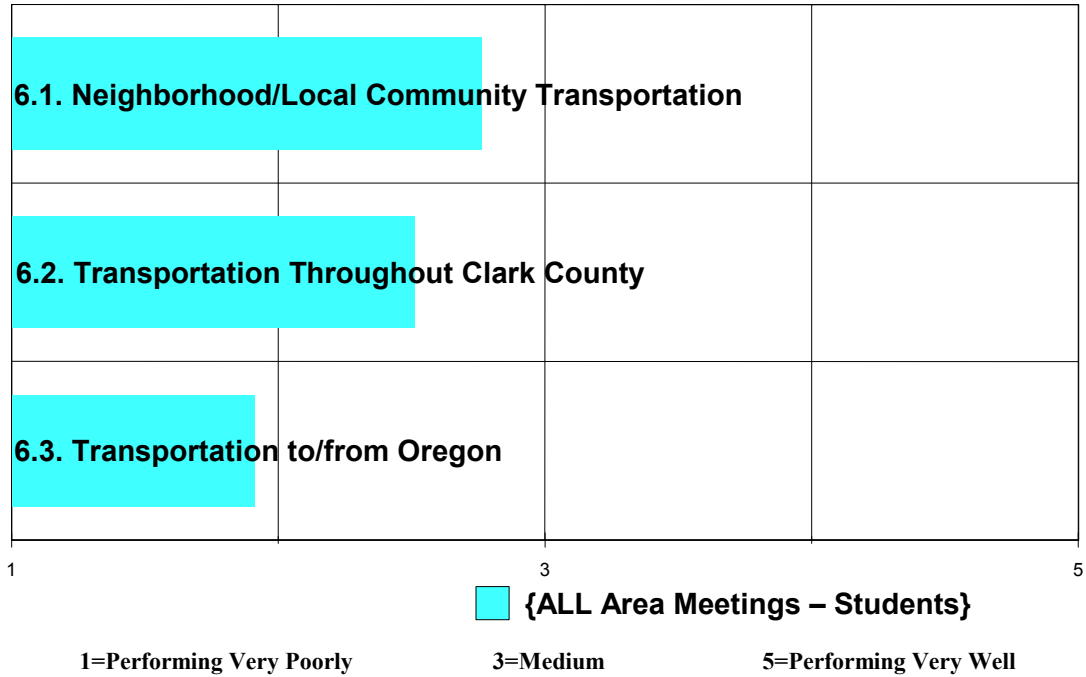
**6. How would you rate the performance of each of the following aspects**



Compare the next two graphs (next page) and notice the difference between perceptions of the system’s actual performance and desired performance levels for each aspect on average. The neighborhood/local community transportation performance gap was lowest (about a 1 point difference between actual and desired performance), the transportation throughout the county performance gap was higher (about a 1.5 point spread), the transportation to/from Oregon gap was the largest (about 1.75 point spread), and the public transportation performance gap is surmised to be about the same or greater than the to/from Oregon performance gap.

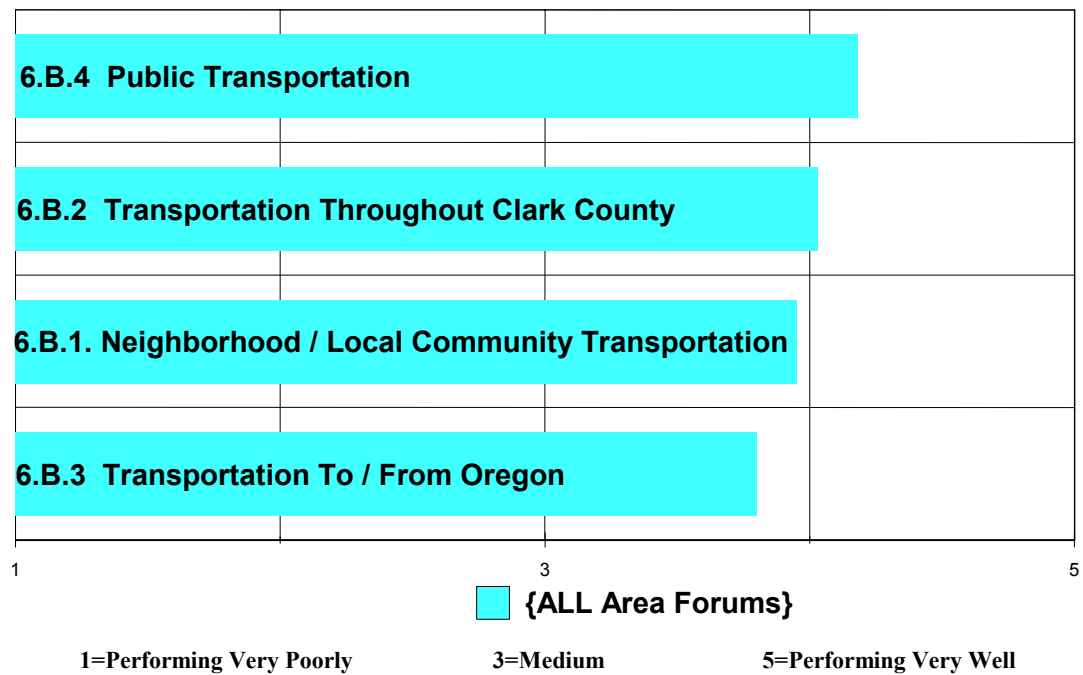
**(Figure 6-1-B: All Area Meetings without Students)**

**6. How would you rate the performance of each of the following aspects of the transportation system?**



**(Figure 6-1-C: All Area Forums)**

**6.B. How well should the CC transportation system perform?**



## 6.2. Are We In or Approaching a Crisis?

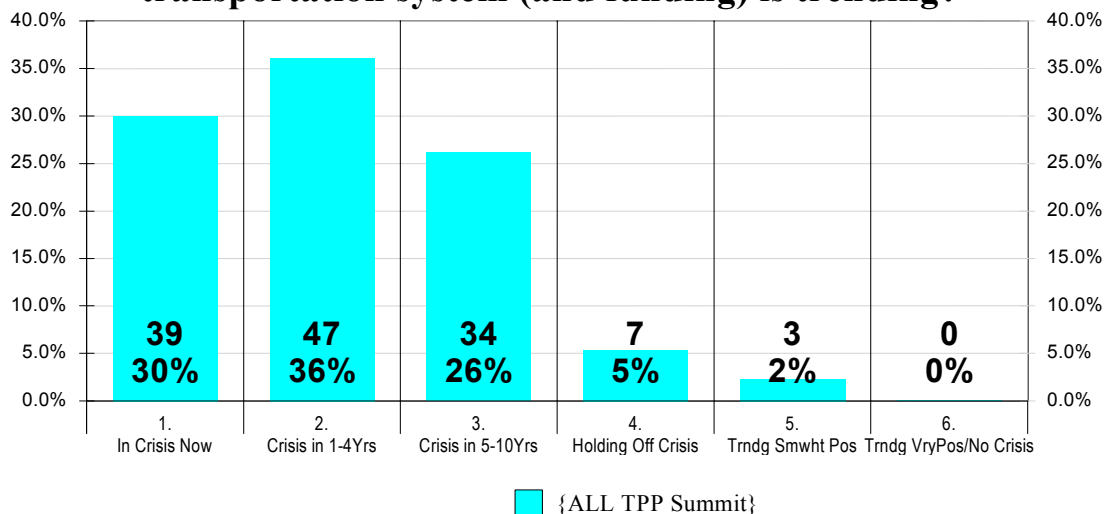
### Some TPP Participants' Comments

- *We do have an impending crisis for the low-income citizens and businesses of this county. Unless we maintain adequate bus service, these people have no means to get to their jobs and therefore be self-sufficient. And businesses won't have an adequate number of workers.*
- *The crisis is now. It will take too long to respond to the current difficulties. The outlook for the next five years is bleak.*
- *Need to address lack of awareness of crisis.*

The next question was asked at the TPP Summit using the keypad polling system. Figure 6-2-A shows that over 65% thought we were already in or soon to be in a crisis. Many commented that, at this time, it is more about a transportation funding crisis than a transportation system performance crisis. Further comments indicated that many people believed that if the funding challenges aren't addressed the system performance will deteriorate to a crisis level in the not to distant future.

**(Figure 6-2-A: TPP Summit)**

### **4. Which best describes how the Clark County region's transportation system (and funding) is trending?**



### 6.3. What is at Risk?

#### Some TPP Participants' Comments

- *Traffic is so bad at Cascade Park that we need to come up with some solutions.*
- *Freight mobility is essential for jobs and economic development. Consider rail and perhaps road access, particularly for freight, out SR-501 around Vancouver Lake. This would allow the Port to grow and create jobs and get a great deal of freight off of the I-5 Bridge and out of downtown.*
- *Issue: Land use vs. transportation support. Interest: Always playing “catch up”.*

Figure 6-3-A (next page) shows the resulting average scores on the following question and series of items posed at the TPP Summit.

#### TPP Summit keypad polling question #5

Impact of transportation system/funding trends: How at risk is each of following aspects of our region?

5.1 Health of Existing Commerce and Economics: Freight, retail, small businesses, keeping major employers, jobs, and local labor pool.

5.2 Economic Development/Expansion: Attracting new businesses/jobs, encouraging local entrepreneurs, growing the tax base.

5.3 Social, Cultural, Recreational Amenities: Fairs, sports facilities, entertainment, and enjoying natural/outdoor attractions.

5.4 Residential Development, Housing Mix, and Real Estate Values

5.5 Vitality of Towns, Residential Communities, and Neighborhoods

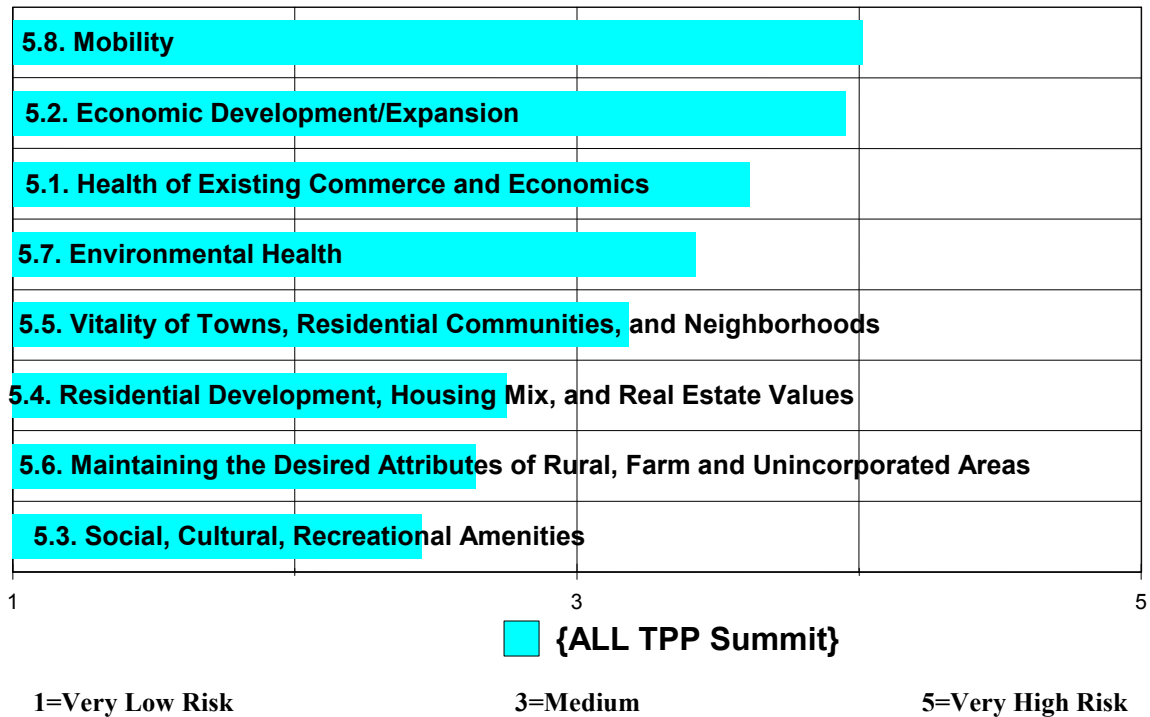
5.6 Maintaining the Desired Attributes of Rural, Farm and Unincorporated Areas

5.7 Environmental Health: Air and water quality, fish and wildlife habitat.

5.8 Mobility: Predictability, choices, safety, convenience.

(Figure 6-3-A: TPP Summit)

**5. Impact of transportation system/funding trends:  
How at risk is each of following aspects of our region?**



The average scores don't reveal if there was a high degree of polarization in opinions or not. That nuance did come out in the distribution graphs that aren't shown here. On item 5.4 in the graph above, 25% of respondents, a sizeable minority, differed from the rest when they said that residential development, housing mix and real estate values are at high or very high risk due to transportation system/funding trends. Item 5.6 maintaining the desired attributes of rural, farm and unincorporated areas was rated at high to very high risk by 26% of the participants. Item 5.7 environmental health was considered at low to very low risk by 29% of the TPP Summit participants. There was a strong consensus (normal bell curve distribution) on 5.8 mobility, 5.2 economic development/expansion, and 5.1 health of existing commerce and economics – the top three “at risk” aspects for the region.

#### 6.4. What is the Level of Concern for some Transportation Issues?

##### Some TPP Participants' Comments

- *Considering the current attitude regarding transportation, I suggest we won't get action until the system fails. Then it will be too late.*
- *This is a must for our future – economic development in Clark County will eliminate much of the need for travel to Oregon and light rail.*

At the Area Meetings participants identified their level of concern and their priority for improvement (segment 6.5) for the following series of items without much information or opportunity to talk about those items. At the TPP Area Forums participants had more information and a chance to discuss those same items before weighing in about priority for improvement. The full text for the items shown in the next three summary graph figures is as follows.

#### Keypad Polling Question #7 (Area Meetings and Forums)

7.1 Neighborhood/Local Transportation: Local capacity, upkeep, safety traffic calming, traffic signals, sidewalks and pedestrian crossings, school bus routes and zones, parking, etc.

7.2 Transportation System Maintenance/Safety throughout Clark County: Keeping the current roads and related infrastructure in good condition.

7.3 Transportation Capacity/Congestion throughout Clark County: Improving and creating new capacity (mostly roads) within the county to ease congestion, improve access, provide choices/alternatives/ public transit/bike lanes, and reduce travel times to destinations within the County.

7.4 Transportation Capacity, Congestion, Maintenance, Safety to/from Oregon: Easing peak congestion through improved bridges, transit service, special commuter lanes, and widening I-5 bottlenecks. Could include pay to use systems, commuter rail and/or light rail. Keeping up with maintenance and safety of existing system.

7.5 Commerce/Freight/Materials Transport: Transporting materials and goods on roads, rail, air and water within the region as well as in and out of the region.

7.6 Public Transportation: Expanding/Improving bus service, park and ride facilities and developing other mass transit possibilities such as commuter rail and or light rail. This includes public transit within the region as well as in and out of the region.

7.7 Other Mobility Issues: Bike lanes, pedestrian sidewalks/ pathways, school routes, bus stops, transit for disabled or elderly throughout the Clark County region.

7.8 Transportation Funding/Spending: Stable, adequate and equitable means of paying for transportation related projects and services. Getting fair share of transportation funding from federal and state sources. Ability and authority to raise transportation revenues regionally/locally. Spending the funds we have effectively and efficiently.

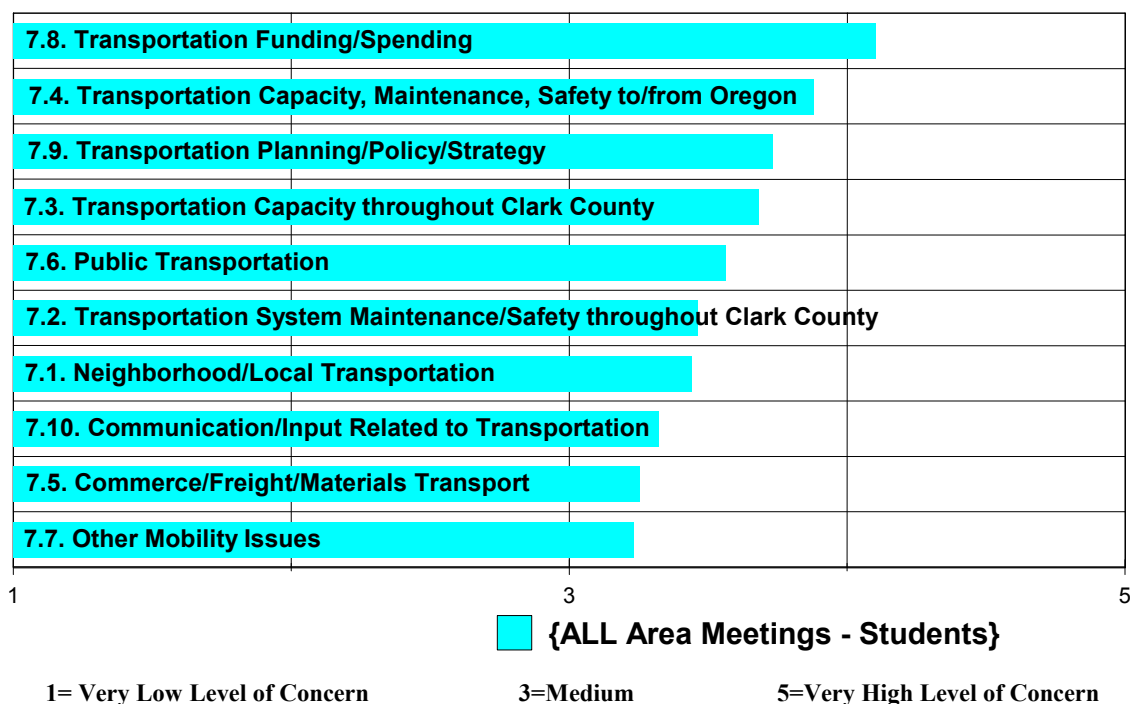
7.9 Transportation Planning/Policy/Strategy: Being more proactive and/or effective at developing local and regional vision, goals and priorities. Improve integration of land use, economic development and transportation planning.

7.10 Communication/Input Related to Transportation: Improve public information and education, public input and customer service related to transportation.

Figure 6-4-A (next page) gives a read on how Area Meeting participants' concerns stacked up on average. All the concerns ranged from just above "medium" to just above "high".

**(Figure 6-4-A: All Area Meetings, Not Covered by Students)**

**7. A) What is your level of concern?**



**6.5. What Priority Should be Assigned for Improving Some Transportation Issues?**

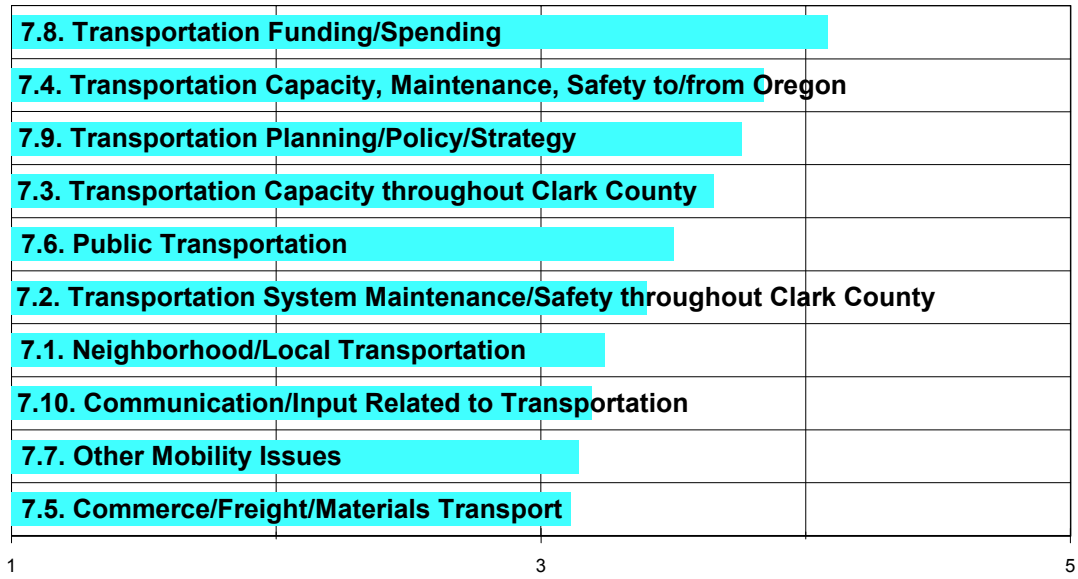
**Some TPP Participants' Comments**

- *Scrap concurrency – an unacceptable handcuff on economic development given the defeat of R-51.*
- *Cannot separate land use decisions and transportation decisions. How can we more proactively align long-range and current planning with transportation?*
- *Link jobs to transportation.*

Notice the difference between the Area Meetings priority rating averages (Figure 6-5-A) and the Area Forums priority rating averages (Figure 6-5-B). Public transportation, commerce/freight/materials transport, and transportation planning/policy/strategy all achieved higher average scores and ranking at the Area Forums. Transportation funding/spending received the highest priority for improvement on average at both the Area Meetings and Area Forums. It should be noted that Commerce/Freight/Materials Transport was the subject of much discussion. Many observed that commerce was a very important aspect of the transportation system and it deserved greater importance than was reflected in the keypad polling results. There were virtually no dissenting opinions voiced on that point.

**(Figure 6-5-A: All Area Meetings without Students)**

**7. B) What priority would you assign for improving?**

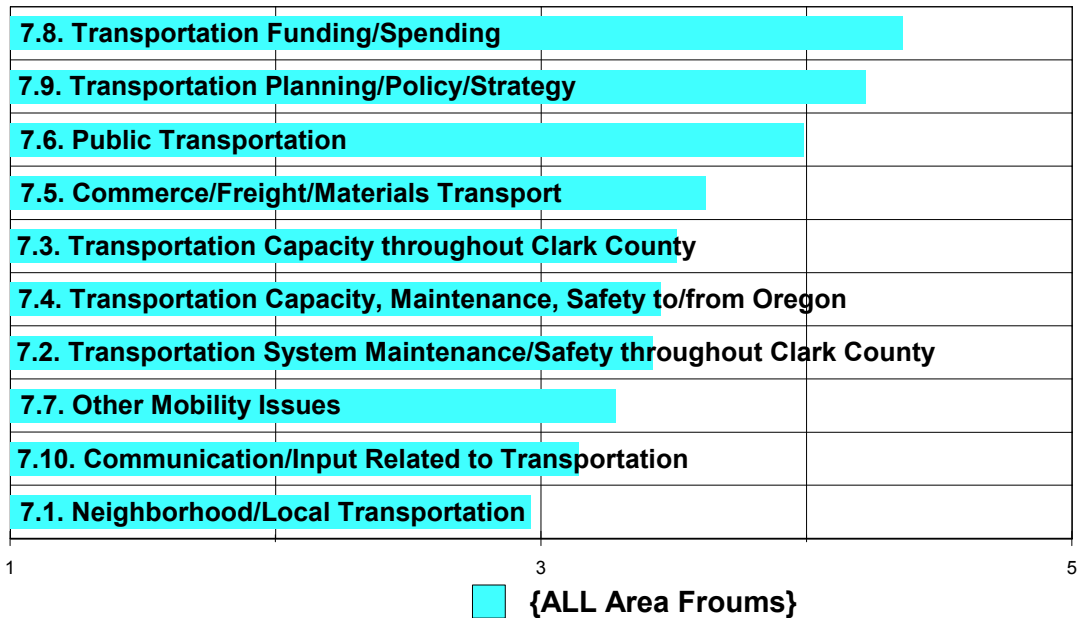


1=Very Low Priority for Improvement

5=Very High Priority for Improvement

**(Figure 6-5-B: All Area Forums)**

**7. B) What priority would you assign for improving?**



1=Very Low Priority for Improvement

5=Very High Priority for Improvement



## **6.6. How “On-Target” are Some Major Transportation Projects in This Region?**

### **Some TPP Participants’ Comments**

- *Needed shorter list of fully funded projects.*
- *Express bus vs. light rail – express bus service competes with light rail. The public should not be expected to pay for both.*
- *Change existing law so economic development can be done along the entire Discovery Corridor – not limited to within the Urban Growth Boundary.*

The TPP Management Team wanted to find out if the current transportation projects, planned and under way, were in line with citizens’ priorities. There were altogether too many specific projects to list and discuss so at the Area Forums we worked with a summarized and clustered list reflecting the majority of the 2023 Metropolitan Plan Projects grouped and considered in the following three sections (Source: Southwest Washington Regional Transportation Council).

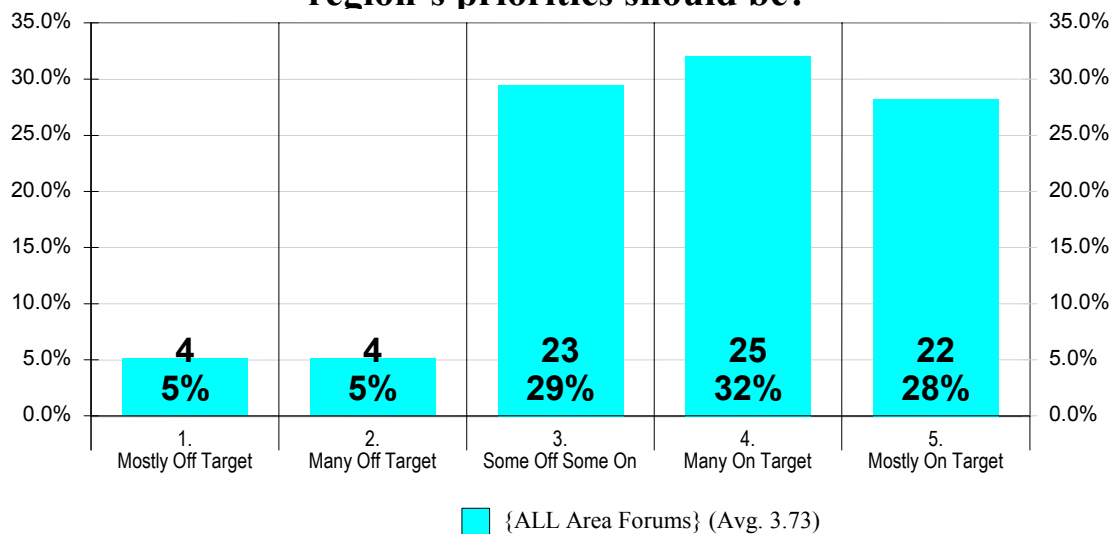
Continued next page.

### 6.6.1. Interstate Projects

1. Widen I-5 to 3-lanes in each direction from 99<sup>th</sup> Street to 134<sup>th</sup> Street.
2. Reconstruct the I-5/I-205 and 134<sup>th</sup> Street interchange to improve safety and capacity to/from I-5.
3. Construct a new interchange at I-5 and 219<sup>th</sup> Street with improvements along SR-502 to Battle Ground and improvements to the I-5 and 179<sup>th</sup> Street interchange.
4. Improve safety and add capacity at the I-5 and 269<sup>th</sup> Street and I-5 and 319<sup>th</sup> Street interchanges.
5. Widen and improve access to/from I-205 between SR-14 and Mill Plain including the additional ramp connection from the Mill Plain northbound off-ramp directly to 112<sup>th</sup> Avenue.
6. Construct a new I-205 split-diamond interchange and frontage road between 18<sup>th</sup> Street and 28<sup>th</sup> Street.
7. Widen I-205 from SR-500 to 134<sup>th</sup> Street to 3-lanes in each direction including improvements to the I-205 and SR-500 interchange.
8. Improve safety, ramp access and frontage roads to/from I-5 between Main Street and the Interstate Bridge.
9. Examine the feasibility of rebuilding the I-5 Interstate Bridge across the Columbia River to add additional highway lanes and light rail transit tracks. (Strategic Plan)

**(Figure 6-6-A: Area Forums)**

**14. How on target is this project list with what you think the region's priorities should be?**



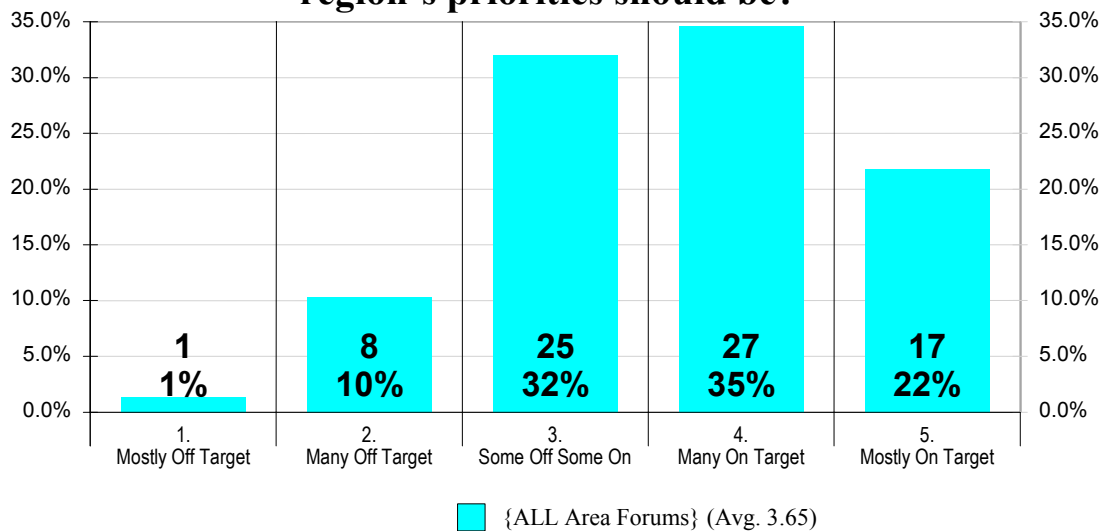
### 14.1 Interstate Projects

### 6.6.2. State Projects

1. Construct new interchanges and grade separations along SR-500 at St. John's, 42<sup>nd</sup> Avenue, 54<sup>th</sup> Avenue, 112<sup>th</sup> Avenue, and SR-503.
2. Widen SR-14 to 3-lanes in each direction from I-205 to 164<sup>th</sup> Avenue.
3. Widen SR-14 to 2-lanes in each direction and construct new interchanges from Camas 6<sup>th</sup> Avenue exit to 32<sup>nd</sup> Avenue in Washougal.
4. Add safety improvements and a climbing lane on SR-503 from Battle Ground to North Clark County.
5. Construct a new interchange on the Padden Parkway at SR-503.

**(Figure 6-6-B: Area Forums)**

**14. How on target is this project list with what you think the region's priorities should be?**



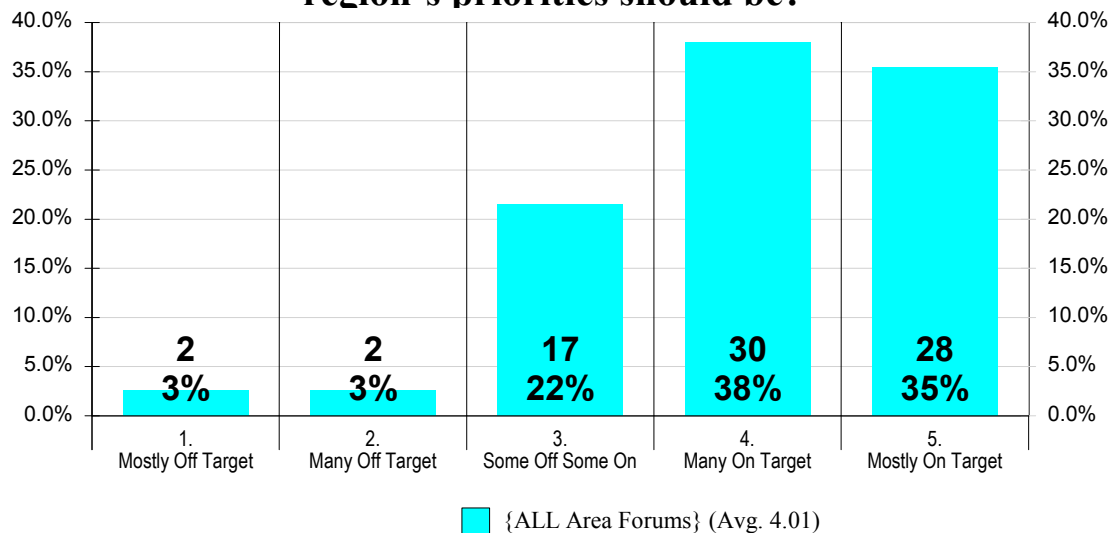
### 14.2 State Projects

### 6.6.3. Transit (Public Transportation) Projects

1. Expand transit service and operations.
2. Build new transit centers and park and rides at: I-5/99<sup>th</sup> Street, I-5/219<sup>th</sup> Street, I-205/Padden Parkway and SR-14/Washougal.
3. Expand existing transit centers and park and rides at I-5/134<sup>th</sup> Street, SR-14/164<sup>th</sup> Avenue, Van Mall, and 18<sup>th</sup> Street/138<sup>th</sup> Avenue.
4. Examine the feasibility of an I-5/SR-500/I-205 light rail transit loop in Clark County. (Strategic Plan)

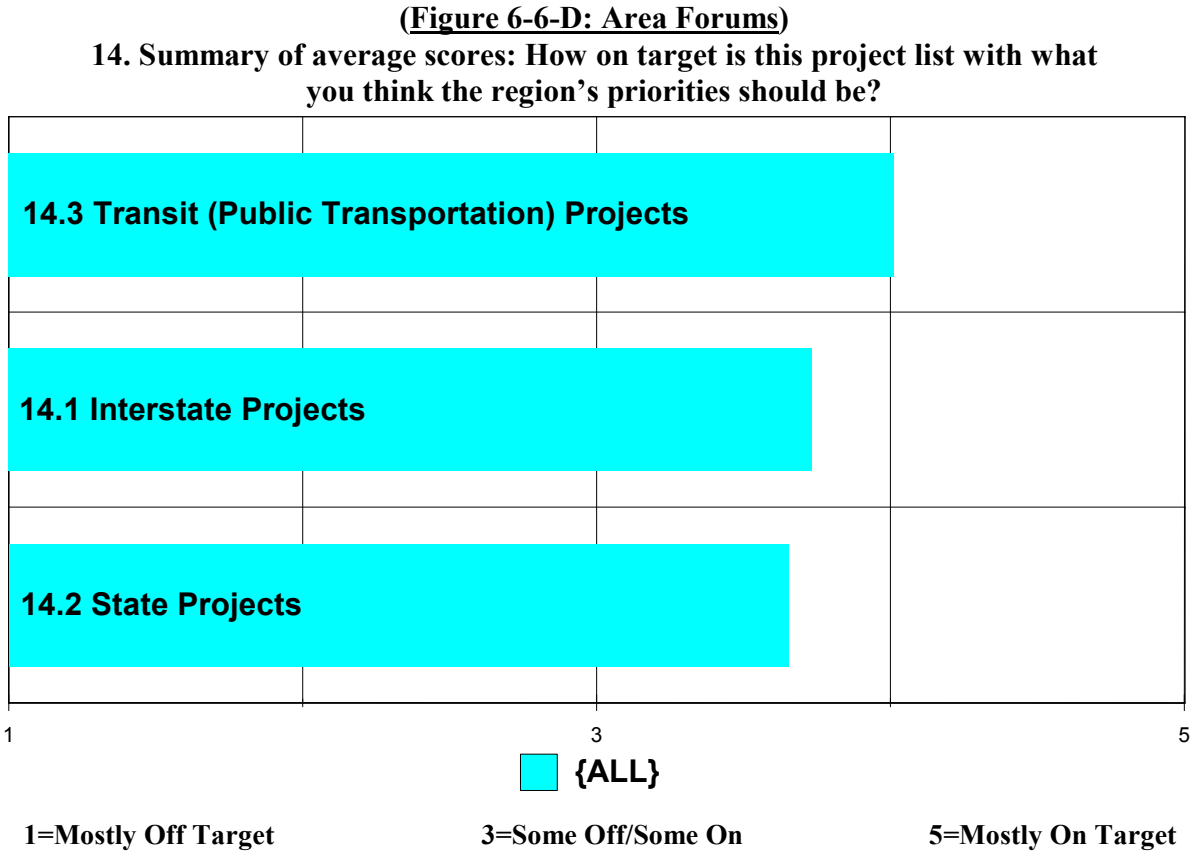
**(Figure 6-6-C: Area Forums)**

**14. How on target is this project list with what you think the region's priorities should be?**



### 14.3 Transit (Public Transportation) Projects

There was a limited amount of time to describe and discuss each of the projects listed in each of the categories. Figure 6-3-D shows the averaged scores from the previous three categories and lists of projects. This exercise indicates that Forums participants found the projects more on target than not with transit (public transportation) projects being more on target than interstate and state projects on average.



**6.7. What Priority Should be Given to Some Big Transportation and Related Issues?**

**Some TPP Participants’ Comments**

- *Spend transportation money, giving everyone/household in Clark County hybrid vehicles. Less money they have to spend on vehicles, less work they need, more people at home, no dependence on oil, on air pollution, etc.*
- *I-5 enhancement won’t work if Portland doesn’t add more lanes. Would just create a worse bottleneck.*
- *Adequately fund public transportation – it’s a way to increase capacity on roadways and provide choices for mobility.*

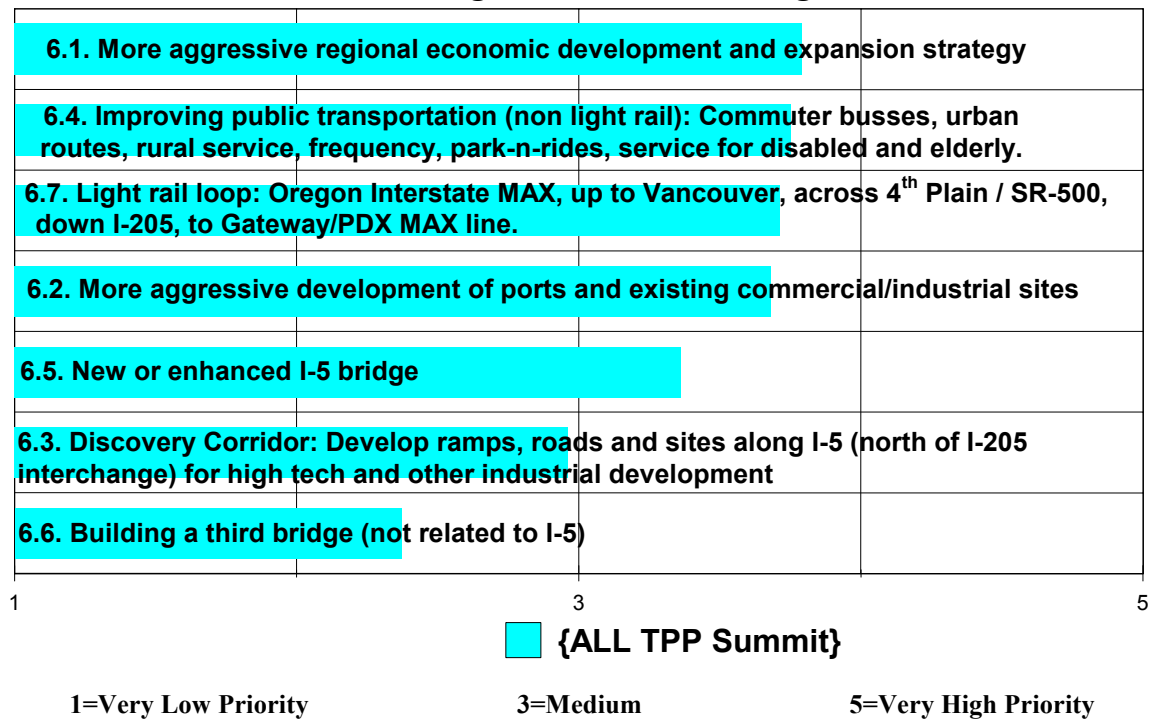
Throughout the TPP process we heard about some pretty big, and often controversial, issues and choices that this region will have to address sooner or later. They are reflected in figure 6-7-A. The Summit discussions and polling results indicate that a more aggressive economic expansion strategy is the highest priority with more aggressive development of ports and existing commercial / industrial sites also receiving a high priority score. Improving or building a new I-5 bridge was not (on average) as high a priority as improving public transportation (bus service) and building a light rail loop (described in graph).

Throughout the TPP process there were sharp differences of opinion expressed about light rail. There were many more Area Meetings and Forums participants who were supportive of light rail than not. Similarly, the Summit conversations and polling suggests that those participants were rather positive about the need to build light rail (many suggested that doing it sooner would cost less than later).

A third bridge was often mentioned at TPP Meetings, Forums and the Summit. Some thought a new bridge on the east side (close to Camas) was preferred rather than a new bridge on the west side (close to Port Vancouver).

**(Figure 6-7-A: TPP Summit)**

**6. What priority should we give to pursuing or investing in each of the following?**



**6.8. What About Transportation Costs, Spending and Funding?**

### Some TPP Participants' Comments

- *Get the federal government (Congress) to release funding from set-aside trust funds for rail, ports and airports.*
- *Add sales tax on gasoline for purpose of funding public transit! This would not eliminate the need to increase the gas tax (not the sales tax) for road construction and maintenance, but it would directly support transit, and more vehicle usage would result in more dollars for transit.*
- *If I were King of Clark County, I would raise the gas tax to pay for roads, mass transit, etc. We squander our energy. Gas tax needs to pay for mass transit to relieve congestion!*
- *Local option gas tax – keep 100% gas tax collected here in Clark County.*

Throughout the TPP process there was frequent mention of how critical the transportation funding issue is for people in this region. The TPP process revealed that participants became increasingly interested in the idea of having the regional authority/ability to fund and implement transportation strategies. Participants didn't like the fact that their full transportation tax dollar isn't coming back to the region. The regional funding option became rather popular when seen as a possible alternative to this net outflow (donor county) scenario.

#### **6.8.1. Level of Funding**

The following question/statement was posed at the Area Meetings and again at the Area Forums.

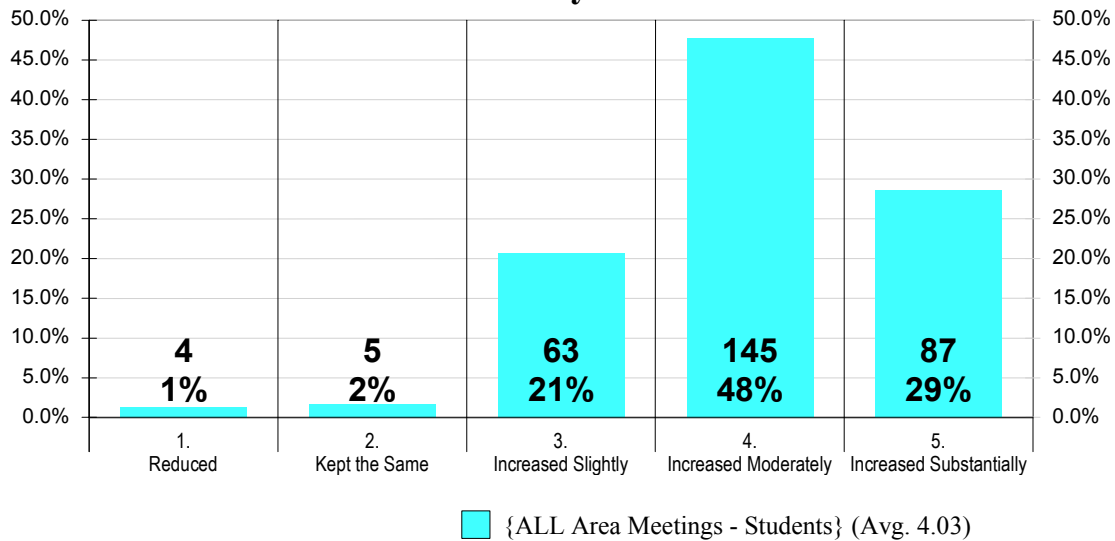
The amount of funding for transportation needs in the Clark County Region in the next 5 to 10 years should be:

1. Reduced:
2. Kept the Same: Doesn't keep up with inflation and thus purchasing power is actually reduced
3. Increased Slightly: This keeps up with inflation and increased maintenance needs
4. Increased Moderately: Stays ahead of inflation and funds some of the priority projects
5. Increased Substantially: Sufficient funds to address most of the long-term priorities

Figure 6-8-A (Area Meetings) and Figure 6-8-B (Area Forums) reveals a shift in the perceptions of Area Forums participants (who had more information and opportunity to discuss this subject). Forums participants shifted more toward a substantial increase rather than a moderate increase of funding being needed in the next 5 to 10 years preferred by many at the Area Meetings. Figure 6-8-C reveals that HS Students were of the opinion that funding needs to increase less than what other Area Meetings and Forums participants opined.

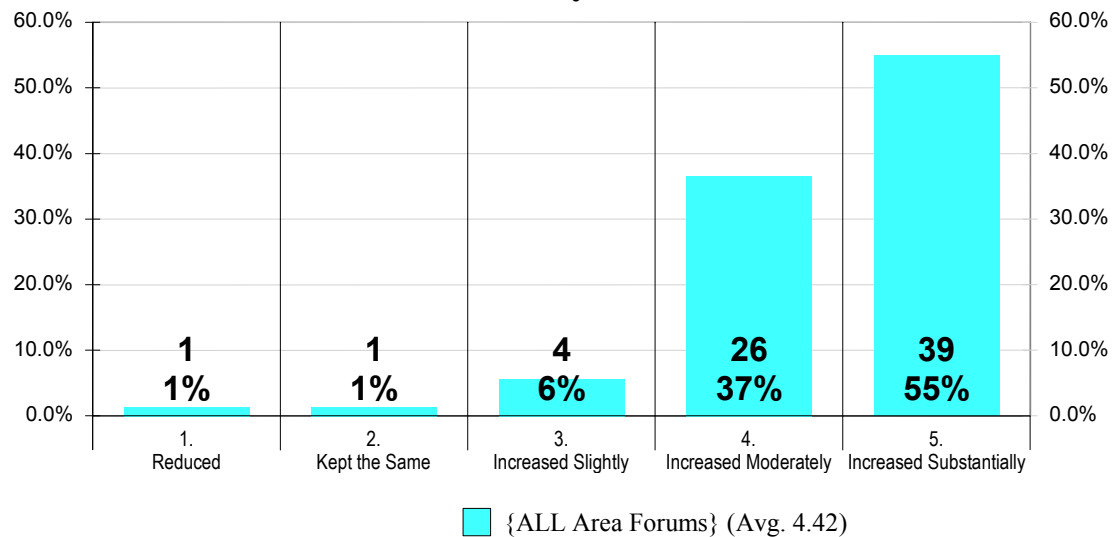
**(Figure 6-8-A: All Area Meetings without Students)**

**9. The amount of funding for regional transportation needs  
in the next 5 to 10 years should be:**



**(Figure 6-8-B: All Area Forums)**

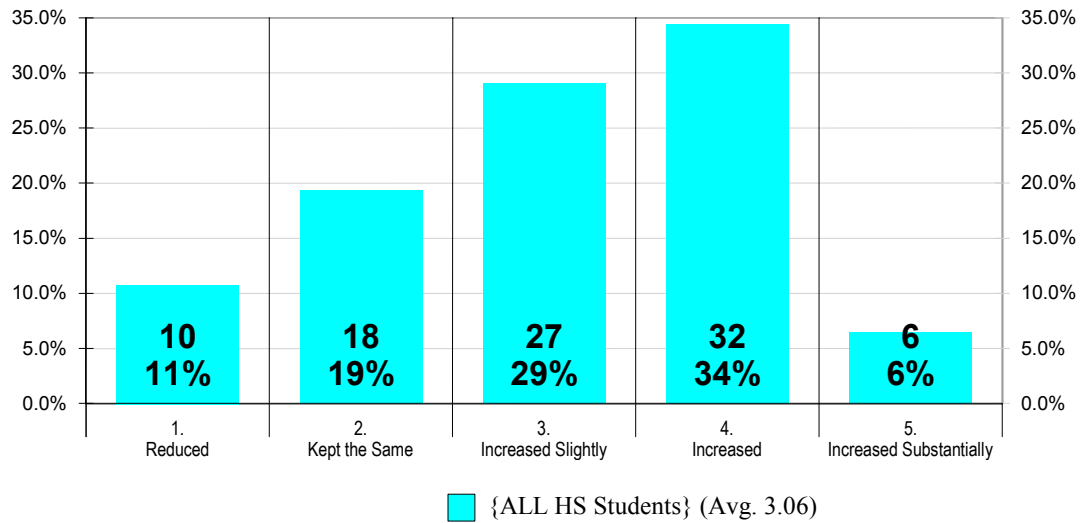
**9. The amount of funding for regional transportation needs  
in the next 5 to 10 years should be:**





**(Figure 6-8-C: HS Students Responses)**

**9. The amount of funding for regional transportation needs in the next 5 to 10 years should be:**



**6.8.2. Is This Region Getting Its Fair Share of Funding Compared to Other Regions in Washington?**

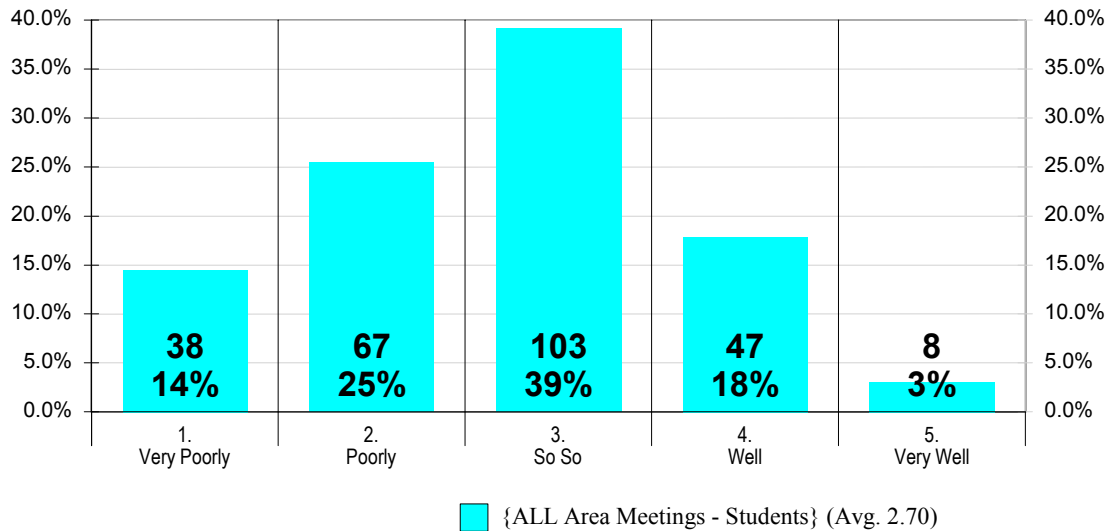
**Some TPP Participants' Comments**

- *Sales tax in general is not fair in Clark County (poor can't afford). Gas tax or sales tax on gas where the money stays here would be better.*
- *Regional transportation funding: Intent of regional funding initiative should be to provide matching funds to partner with state and federal funds.*
- *Regional tax collection should support regional roads, and (doing that) may bring a more positive reaction from voters (e.g., light rail loop). State and federal tax dollars should make regional projects a reality and represent support from those outside the region who benefit from the projects.*

The following question (Figure 6-8-D, next page) was only asked via keypads at the Area Meetings. Many participants commented they had no idea what to answer. During the jurisdiction interviews one person summed it up nicely when that person said-- we are a donor county at both the federal and state level, we get a fair share of what we ask for (transportation dollars), perhaps we just don't ask for enough.

**(Figure 6-8-D: All Area Meetings, Students not Asked)**

**10. Compared to other regions in WA how is the Clark County Region doing at getting its fair share of transportation funding?**



**6.8.3. If Taxes/Fees Need to Be Raised, Where Should They Be Implemented and Collected?**

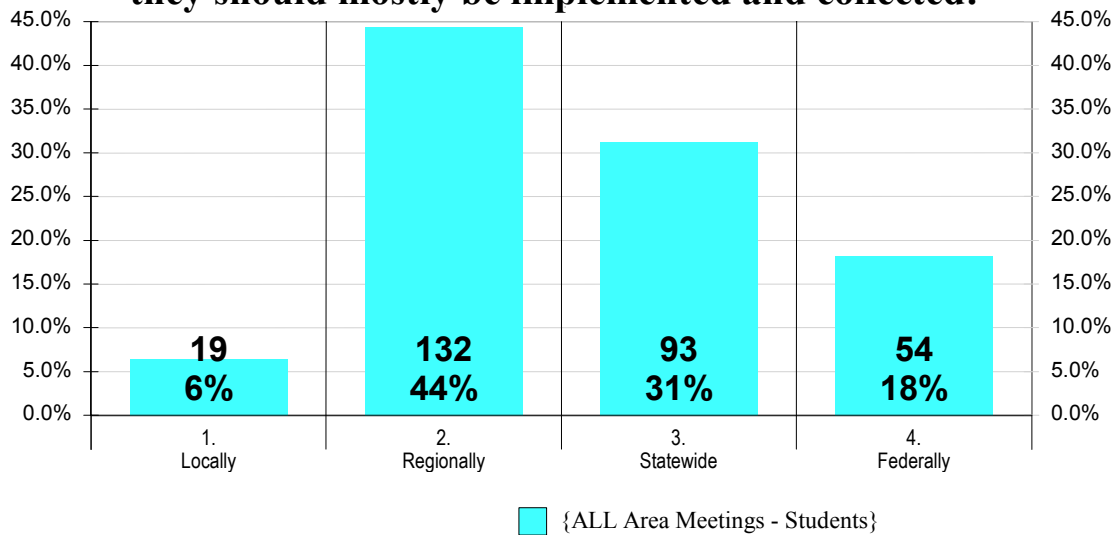
**Some TPP Participants' Comments**

- *Tax Oregon workers who work in Clark County (set level to that of our lost wage earners in Oregon) and use this for transportation funding (as they do not pay property tax).*
- *Increase vehicle registration fees.*
- *User fees – the more you drive, the more you pay. Toll bridges and highways are practical too.*
- *Income tax is fairer to people than sales tax. Install income tax but eliminate sales tax. Bring buyers back from Portland.*

This question (Figure 6-8-E, next page) was only posed at the Area Meetings. The graph points to the regional and the statewide options as being the first and second preferences.

**(Figure 6-8-E: All Area Meetings, Students not Asked)**

**11. If we have to raise additional transportation funds they should mostly be implemented and collected:**



**6.8.4. What Are the Preferred Methods/Mean for Additional Transportation Funding?**

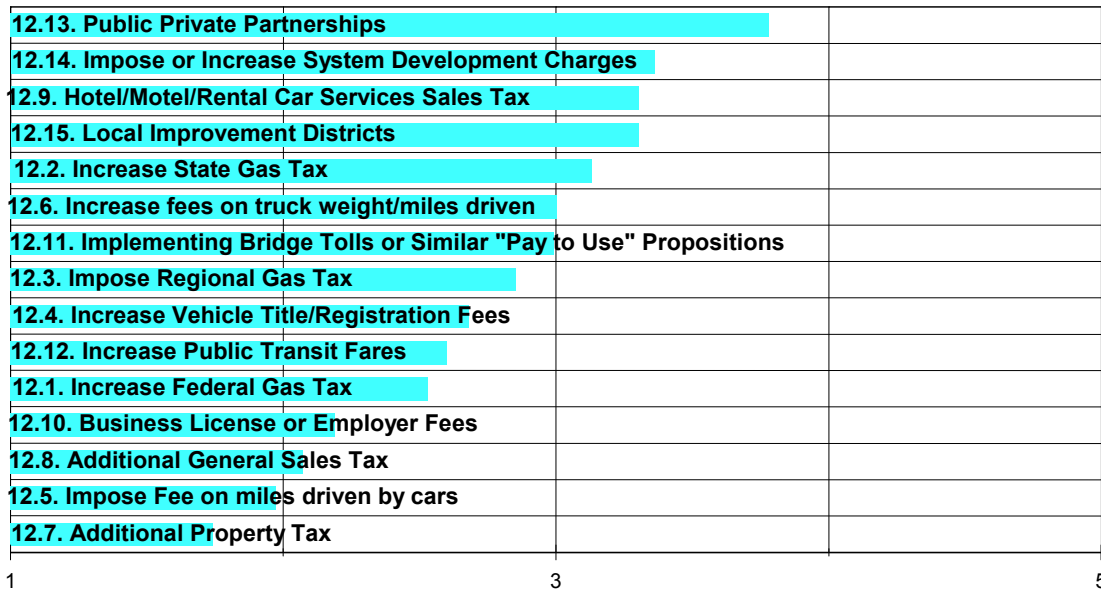
**Some TPP Participants' Comments**

- *Regionalization is a good idea, as long as we can prevent Tim Eyman from overriding any tax increases we vote for.*
- *Luxury taxes on luxury items.*
- *Funding solutions must be comprehensive and include the true cost of the system on our society.*
- *Promote local improvement districts as a funding option for neighborhood projects.*

The following set of funding options (Figure 6-8-F, next page) was presented at Area Meetings and again at Area Forums (Figure 6-8-G). The most notable differences include the increased support for a regional gas tax, bridge tolls and system development charges at the Area Forums contrasted to the Area Meetings results.

**(Figure 6-8-F: All Area Meetings without Students)**

**12. If we have to increase transportation funding how likely are you to support or vote for the following?**



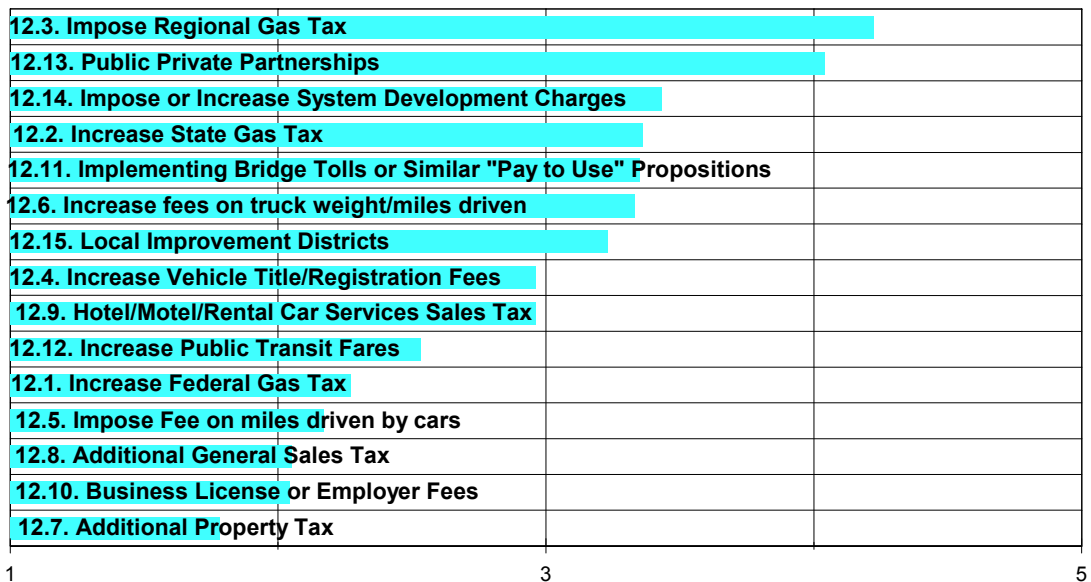
 {ALL Area Meetings - Students}

1=Very Unlikely to Support

5=Very Likely to Support

**(Figure 6-8-G: All Area Forums)**

**12. If we have to increase transportation funding how likely are you to support or vote for the following?**



 {ALL Area Forums}

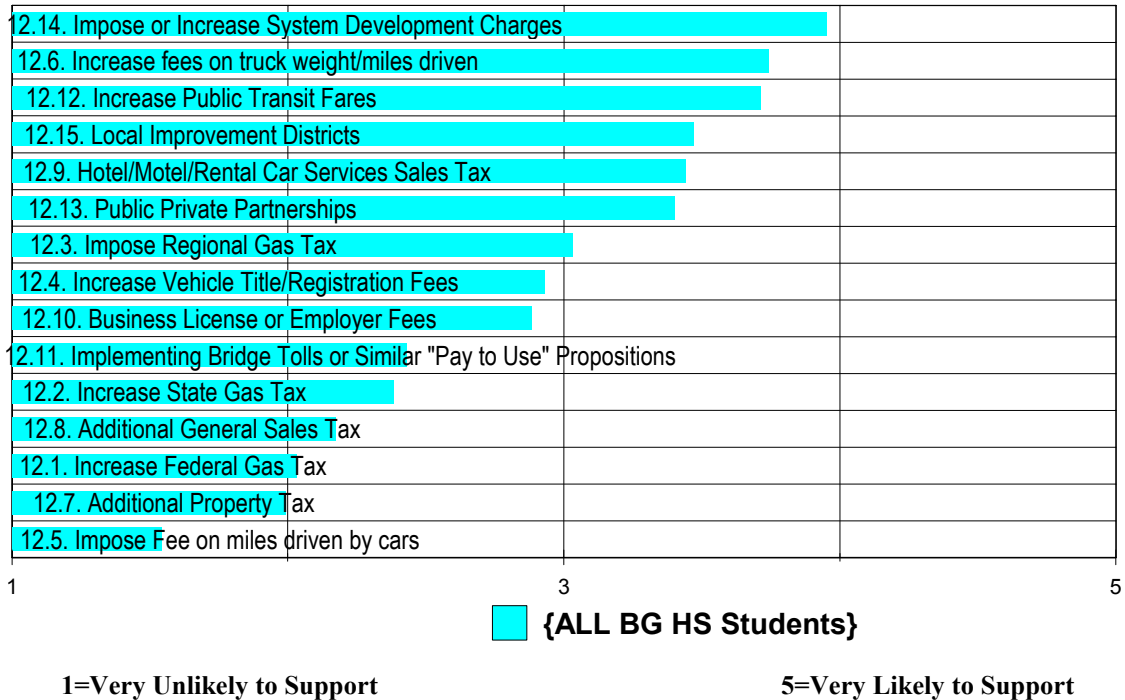
1=Very Unlikely to Support

5=Very Likely to Support

The Battle Ground High School Area Meetings results are shown in Figure 6-8-H. The students were all seniors and almost all drive their own cars and don't use public transit. It appears they voted their pocketbooks.

**(Figure 6-8-H: Battle Ground HS Area Meetings)**

**12. If we have to increase trans funding how likely are you to support or vote for the following?**



#### 6.8.5. Why Did R-51 Fail?

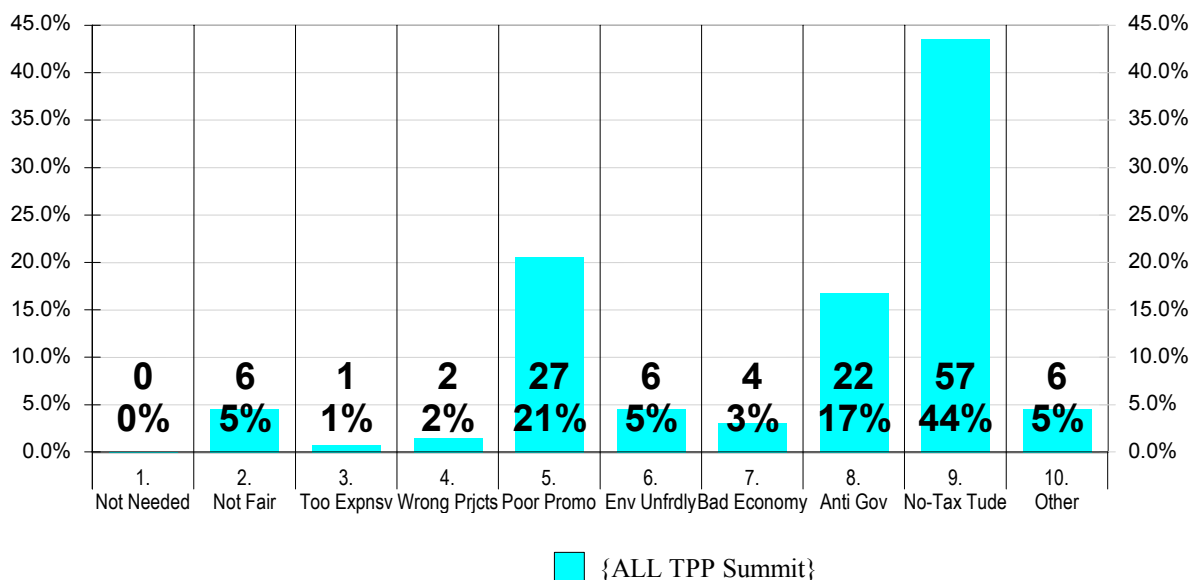
##### Some TPP Participants' Comments

- *R-51 failed because of lack of information. I learned more from the figures presented at the 11/23 Forum than all the voter information during the campaign! We should have been informed how far behind Washington is falling in highway funding. Why has gas tax not been increased since[so long ago]?*
- *Legislators abandoned their responsibility to provide a solution.*
- *Poorly defined project list – not well understood / known by voters.*
- *The legislators passed the buck onto the voters rather than live up to their mandate.*
- *R-51 failed because of apathy; geographic equity concerns; other issues dominated; lack of trust between citizens and public entities; only looked at highway roads; citizens had to pay out of pocket .9 cents gas tax.*

“Why did R-51 fail” was asked only at the TPP Summit (Figure 6-8-I). The no tax attitude received 44%, poor promotion received 21%, and anti government atmosphere received 17% of the Summit participants’ responses.

**(Figure 6-8-I: TPP Summit)**

### 3. R-51: What was the main reason it failed?



#### 6.8.6. What Should be Done About Transportation Costs, Spending, and Funding?

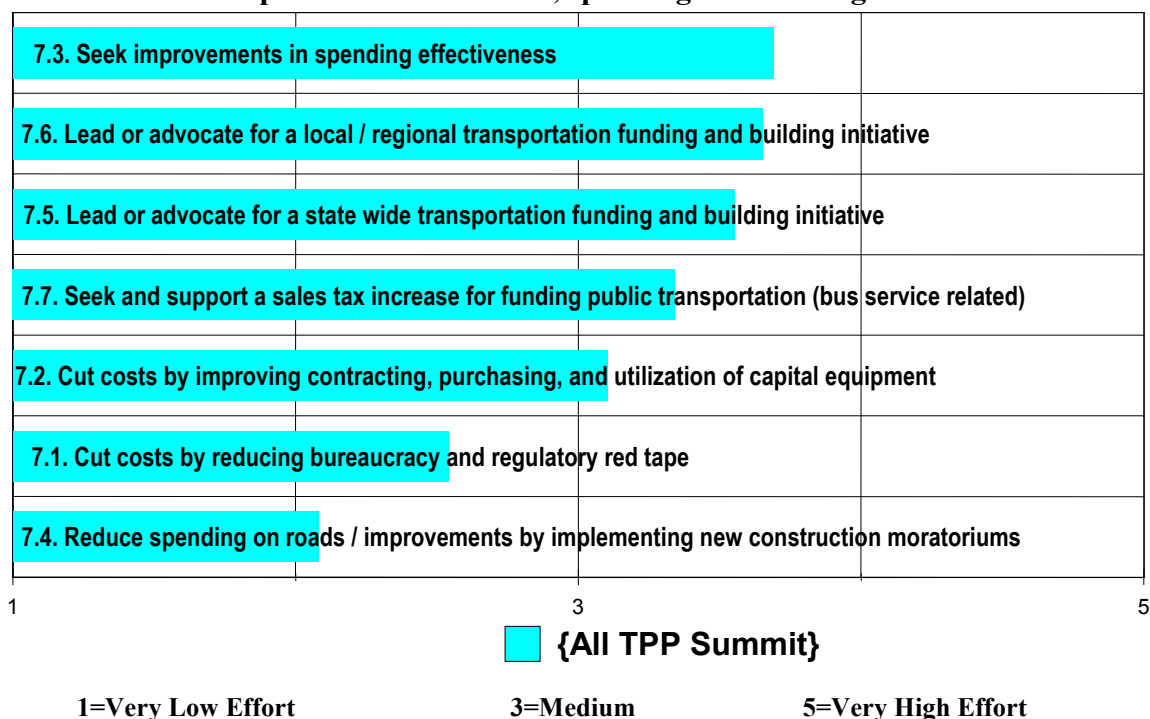
##### Some TPP Participants’ Comments

- *Fund, engineer and develop entire projects rather than small segments over several years – even though this means doing fewer projects in fewer locations. Segmenting projects creates a barrier to selling funding projects to the public and makes us look inefficient and wasteful in project development because the projects take so long.*
- *The challenge will be to hang in for long enough to get the job don! Very talented group could not come up with silver bullet. This is a hard, complex task and will not be done quickly.*
- *Revamp the state tax structure to pay for what is needed.*
- *Transportation problems will not be solved until the State of Washington overhauls its tax system. We now have a very regressive system that does not yield enough revenue to meet the needs for schools, social services, transportation, etc. The Gates Report deserves adoption. This is the big challenge.*

Figure 6-8-J was a TPP Summit only question. Although improving spending effectiveness received the highest average score it was often noted that improving spending effectiveness is always the prudent thing to do and the resulting spending savings would not add up to enough to make a substantial dent in the growing need for funds to maintain and improve an expanding transportation system. The next highest-ranking item was the regional funding and building initiative followed closely by the state equivalent. These two represented the priority initiatives that could actually address the growing funding gap for future maintenance and improvements. Seeking a sales tax increase for public transit (bus service related) was one that had a polarized set of responses where 30% responded somewhat to very low effort and 54% responded high to very high effort.

**(Figure 6-8-J: TPP Summit)**

**7. What level of effort should we give to each the following transportation related cost, spending and funding items?**



## 6.9. What Should We Do to Shape and Improve Our Transportation Future?

### Some TPP Participants' Comments

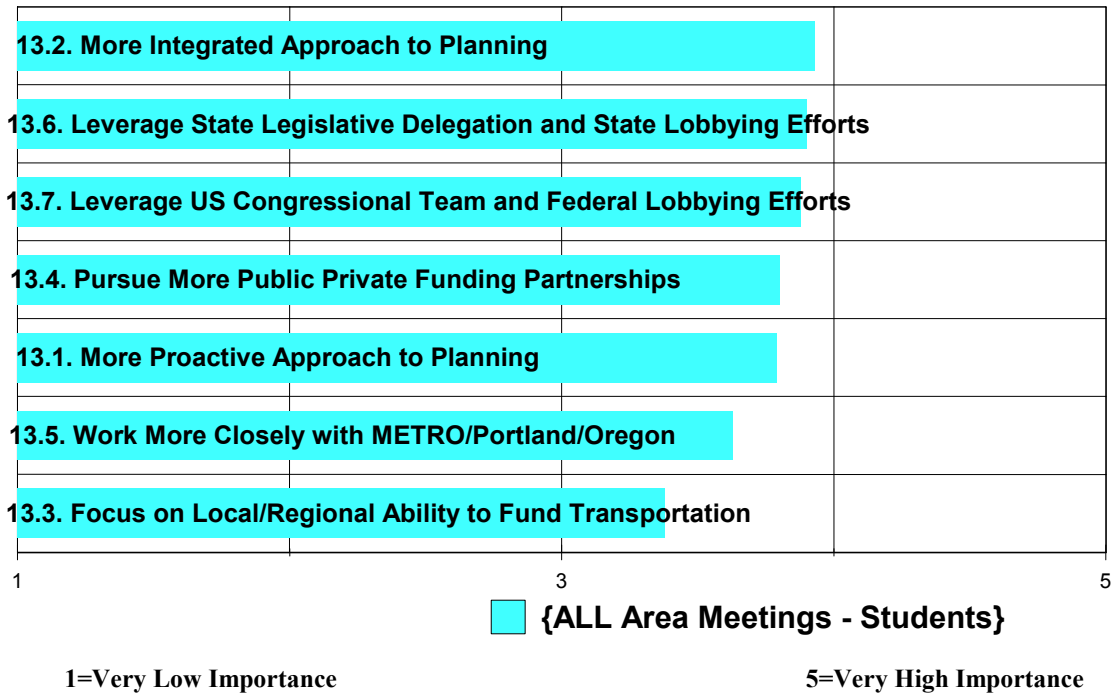
- *World-class cities have well-developed mass transit.*
- *Education, education, education is the answer, especially at grassroots level – employers, labor, schools, community, etc.*
- *Work across jurisdiction lines beforehand on the government/elected official level.*
- *Better investment would be in economic development/jobs/commercial and retail in Clark County, rather than a third bridge. Enhance/improve existing bridges along with the above.*

The next question and series of items, Figure 6-9-A on the following page, was addressed at the Area Meetings but not at the Area Forums. The average scores did not differ significantly between the top and bottom items.

Note that the regional ability to fund transportation was at the bottom of Figure 6-9-A while it was closer to the top of a similar list of items presented at the Summit (Figure 6-9-B). Take some time to compare the next two graphs which are similar questions and lists even though presented/asked in different ways.

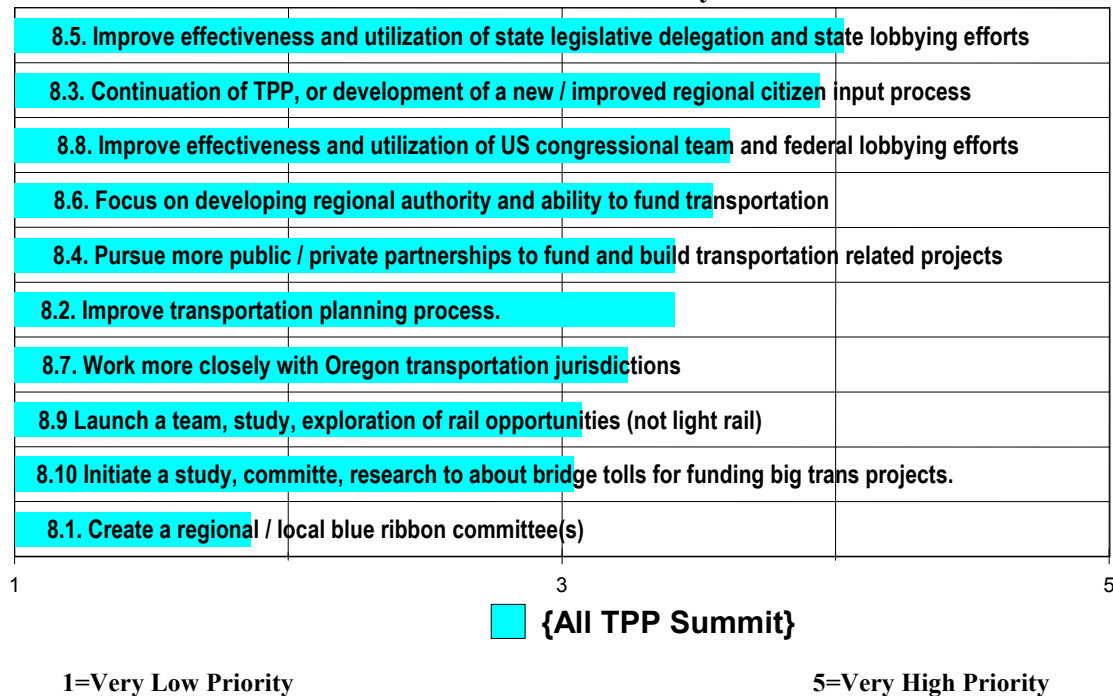
**(Figure 6-9-A: All Area Meetings without Students)**

**13. What level of importance would you give to each of the following as ways to improve transportation?**



**(Figure 6-9-B: TPP Summit)**

**8. What priority would you give to pursuing each of the following actions/efforts in the next 3 years?**





## 6.10. What About the Value of the TPP Process and the TPP Summit?

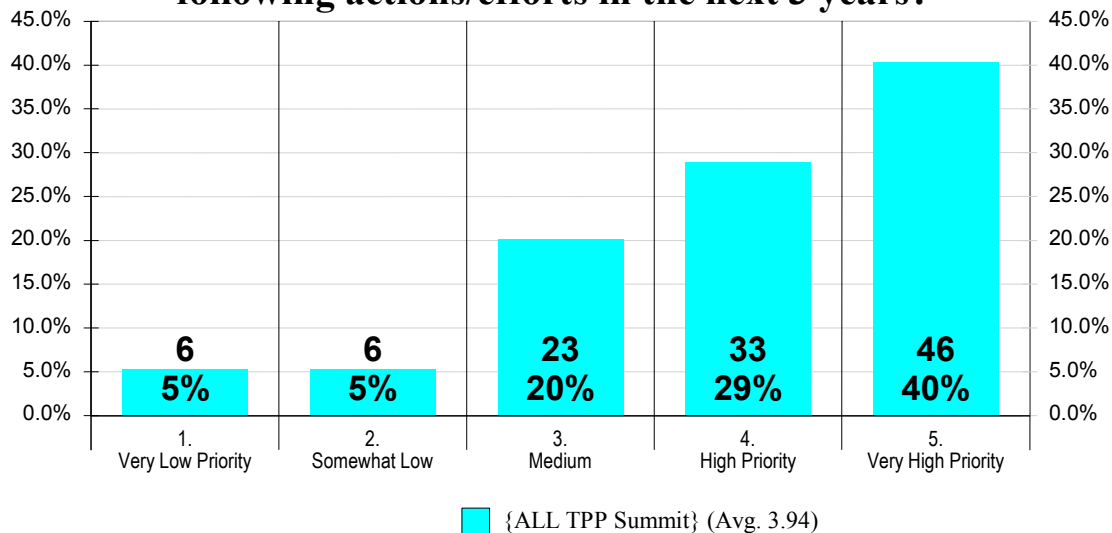
### Some TPP Participants' Comments

- *What did we dream? We have a transportation problem.*
- *Continue this study with an organized advocacy group to help see these ideas to fruition.*
- *I think TPP needs to work to get a TRUE sample of our population. The Forum/Summit has an audience that does not represent the entire population. However, the whole process is solid.*
- *It could be eye-opening if we were to hold a summit without any elected officials, etc. Citizens only; range of level of "informed" vs. "uninformed" citizens.*

The next five items are from the TPP Summit and shed some light on the perceived value of the TPP process and Summit. These responses are similar to the informal feedback we received at Area Meetings and Forums. Most TPP participants agreed that this kind of stakeholder engagement approach and process was, and could continue to be, a very valuable way to compliment and inform the efforts of accountable jurisdictions, civic leaders, business leaders, elected representatives and engaged citizens who all have roles in moving this region's transportation system in a more positive and healthy direction. You, the reader of this report, can make your own judgment based on your own experience and interpretation of the TPP results and findings you have just digested. What do you think? How can this help you help shape the future of this region?

**(Figure 6-10-A: TPP Summit)**

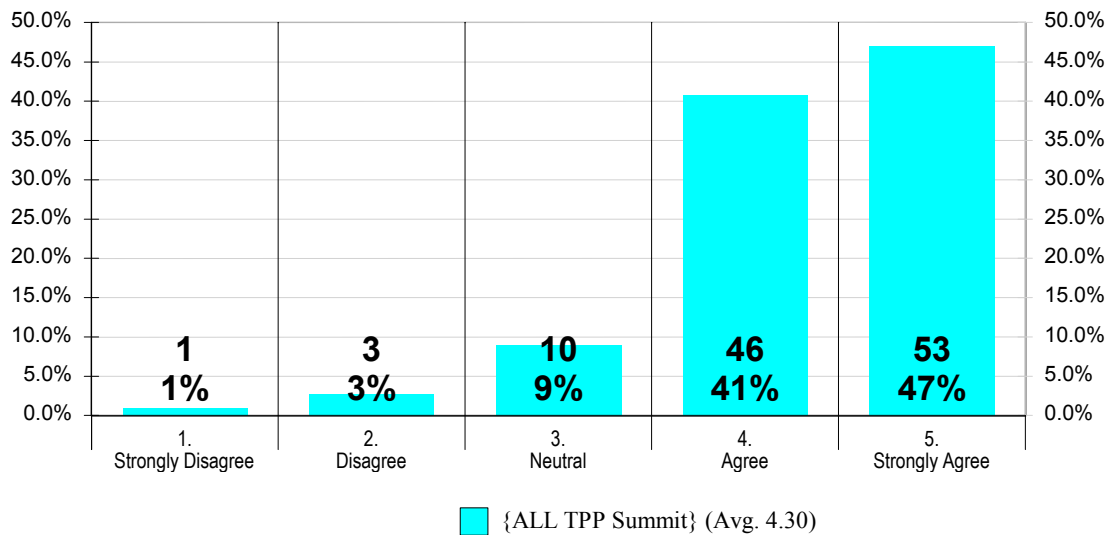
### **8. What priority would you give to pursuing each of the following actions/efforts in the next 3 years?**



### **8.3. Continuation of TPP, or development of a new / improved Regional Citizen Input process**

**(Figure 6-10-B: TPP Summit)**

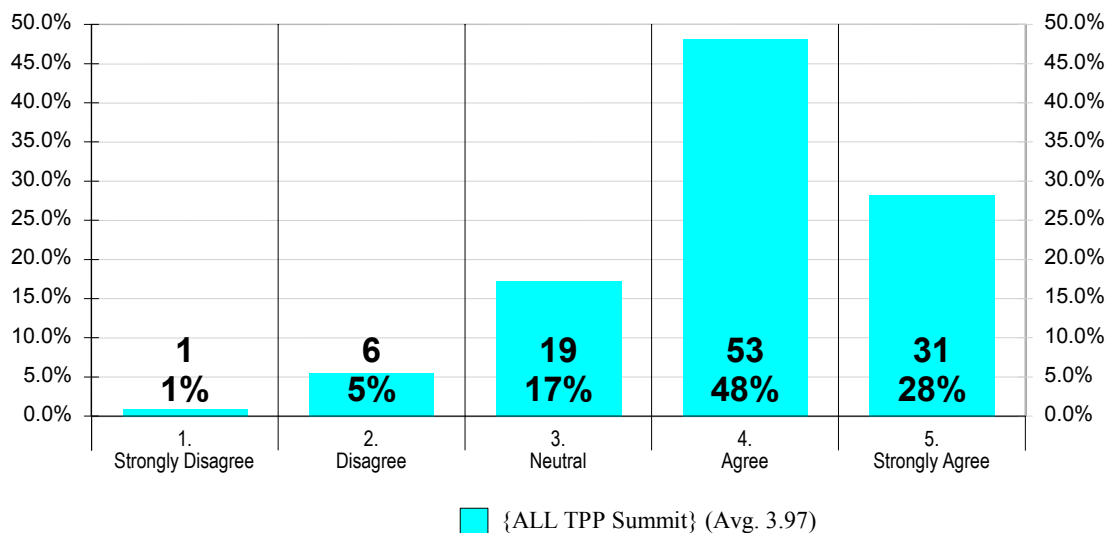
**9. Feedback and next steps: What do you think?**



**9.1. This Summit was a valuable learning experience for all involved.**

**(Figure 6-10-C: TPP Summit)**

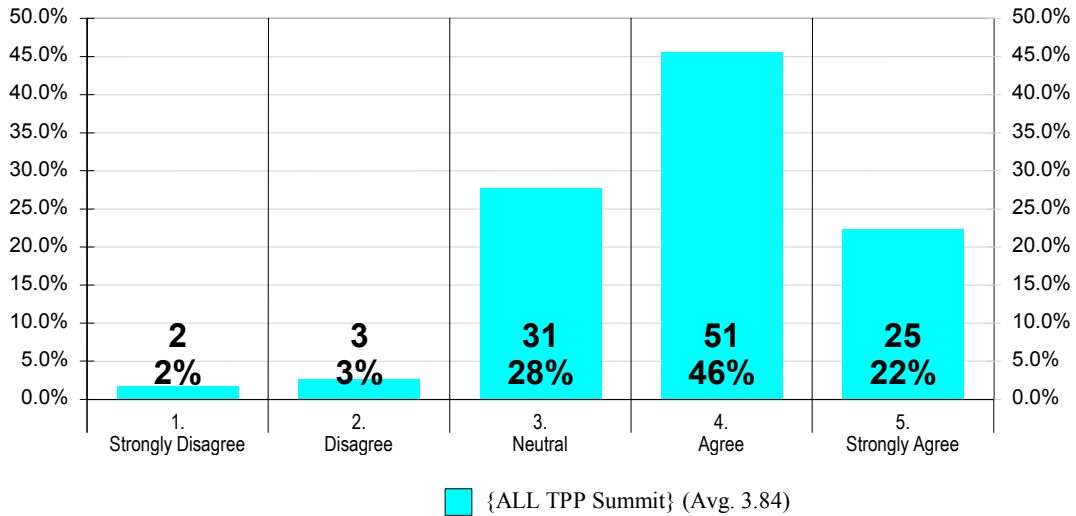
**9. Feedback and next steps: What do you think?**



**9.2. The TPP process, summit, and report will add value to the immediate planning processes of the various jurisdictions in this region.**

**(Figure 6-10-D: TPP Summit)**

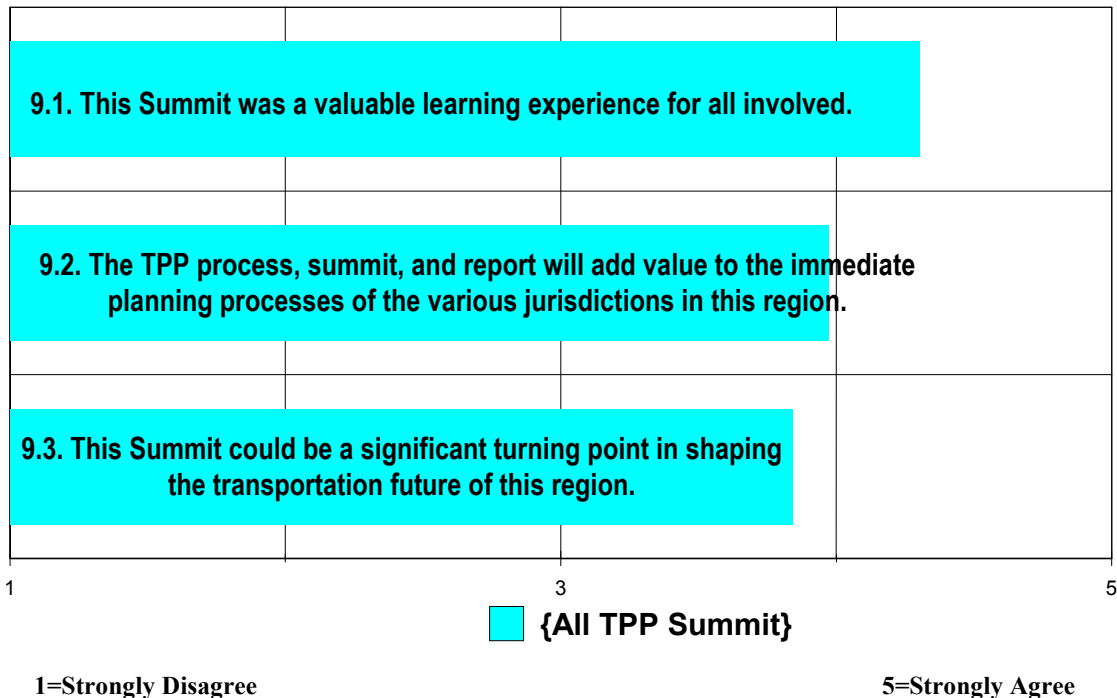
**9. Feedback and next steps: What do you think?**



**9.3. This Summit could be a significant turning point in shaping the transportation future of this region.**

**(Figure 6-10-E: TPP Summit)**

**9. Feedback and next steps: What do you think?**



## 7. Additional TPP Information and Work Products are Available

There is quite a bit of additional TPP information and products available to you (the truly curious and committed). The following items are available and can be downloaded from the **Southwest Washington Regional Transportation Council's website** – [www.rtc.wa.gov](http://www.rtc.wa.gov). If for some reason you are not able to access this information electronically other arrangements can be made to receive some or all of the following by calling **Identity Clark County's office at (360) 695-4116**.

- A) Jurisdiction Interview Comments (one document)
- B) Keypad Polling Text from Area Meetings and Forums
- C) Written Comments from Area Meeting Participants (Input Form)
- D) Written Comments from Area Forum Participants (Input Form)
- E) TPP Summit Purpose, Agenda, Discussion Guidelines
- F) TPP Briefing Document (An Overview of Regional Transportation Planning in Vancouver/Clark County)
- G) TPP Summit Keypad Polling Text
- H) Written Comments from TPP Summit Participants
- I) Jurisdictions' Comments on the Report